THE STANDARD OF QUALITY
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TRADEMARK REGISTERED
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Ed Parker - studying - Triplett boarding house - Kings Road - right behind bookstore 1941 or '42 OSC, Corvallis

note Rook "lid" on bookshelf

Art Hansen (Astoria) at Triplett's boarding-house at study desk & experimenting in greenhouse 1941 or '42 — OSC Corvallis

Ed Parker - Sadie Hawkins day
OSC 1941 or 2 - front porch of King's Road
boarding house (Triplett)
Corvallis

Art Hansen - ROTC
OSC 1941-2

Ed Parker & Art Hansen
(Astorians) ROTC - OSC -
in front of Armory

Ed Parker
OSC
1941 or 2

Art Hansen - ROTC
OSC 1941-2

W

Hansen
C

Ed Parker
OSC
1941 or 2

Graduation
1947 OSC
Ed Parker -
I don't remember
the girl's name

OSC
Graduation
1947
Ed Parker
Ken Parker (dad)

I can't remember the other couple's name

Ed Parker
Dollie Parker (mom)

OSC 1947
Graduation (Ed)
Ken Parker (dad)
I can't remember
other couples' name

WASHINGTON
LEWIS & CLARK
RAINIER
BONNEVILLE DAM
FT. ASTOR
OREGON TRAIL
TILLAMOOK
PORTLAND
30
TIMBERLINE LODGE ON MT. HOOD
CAPITOL BLDG. AT SALEM
O STATE
OREGON CITY BIRTHPLACE OF OREGON REPUBLICANS
12,000 FREE CRABS AT NEWPORT
20
REDMOND
OREGON STATE COLLEGE AT CORVALLIS
28
BEND
UNIVERSITY OF OREGON AT EUGENE
99
FLORENCE
PAUL BUNYAN'S "BABE" CREATING COOS BAY
97
KLAMATH INDIAN RESERVATION
ROSEBURG
CRATER LAKE
FT. KLAMATH
GOLD HUNTERS FIGHT INDIANS AT FT. ORFORD 1851
PELICANS AT LAKE KLAMATH
101
GRANTS PASS
KLAMATH FALLS
OREGON CAVES
CALIFORNIA
Pacific Ocean

WALT DYKE

Yes, it really is that blue. Millions of tourists have discovered that about Crater Lake, a big Oregon attraction

OUT WHERE THE WEST ENDS

BY JIM MARSHALL

Western Oregon made such a big hit with servicemen during the war that flocks of them have decided to settle there. Despite the crowded conditions, Oregon still welcomes tourists with the best in festivals, scenery and high-speed highways

DESIGNS FOR TOURING—VI

IN 1880 President Rutherford B. Hayes, attended by General William T. Sherman, arrived by stage at Jacksonville, a mining settlement in the Siskiyou Mountains of southern Oregon and put up at the new U.S. Hotel. It was operated by Mme. Marie Holt, a Franco-American lady, and when General Sherman asked for the bill in the morning, Mme. Holt said it would be $50. The general said no, the President didn't want to buy the hotel, and Mme. Holt said yes, the room rent was fifty bucks. The President paid, but never came back, and the general muttered about the incident for years afterward.

Oregon hotel rates have come down considerably since 1880, but the Hayes-Sherman-Holt story has become a legend. During the depression years the rent was always quoted as $50, but during the war it got up to $75, and is now being quoted by Jacksonville boosters as $100. The old-timers deprecate the whole thing as giving the town a bad name.

Much the same sort of battle is going on in scores of western Oregon hamlets and cities. The old-timers want things left as they were; the new crop of citizens wants everything dolled up, modernized and advertised. New settlers, of which the state has acquired around half a million since the war stopped, find the welcome mats are not out everywhere, and many a motorist has heard a sigh of relief when he has assured a native that he's just passing through, not settling down.

In the old days every little dorp boasted about its population and how it was growing; now they give out the figures with a moan, and wonder where and how everyone's going to live.

Chamber of commerce managers like Web Thornberry in Grants Pass, Don Lane in Medford, Jim Howes in Newport, get scores of letters a week from Easterners and Middle Westerners wanting to settle west of the Cascades. During one summer period in 1947 more than 5,000 such inquiries came to Oregon every day.

Hordes of ex-soldiers, sailors, Marines and Wacs who served in the Beaver State during the war headed back afterward. Little hill coves inhabited five years ago by two or three settlers now harbor two or three hundred families.

With a grin, some old-timers are threatening to set up a pronunciation test for prospective settlers. Any newcomer would be required to pronounce Siuslaw, Yachats, Clatskanie, Willamette, Champoeg and a few other place names, or be refused admission on the ground he'd be unable to find his way around.

On top of this increase in population, thousands of tourists arrive in western Oregon every summer. The Advertising Club says: "It must be our main objective to slow them down." So the state highway department is spending millions building four-lane speedways over which visitors may rush past everything at eighty miles an hour. Some tourists still complain they can't see the country for the curves, some of which are pretty tight. These are now being flattened and made safer, and in a few years a motorist will be able to dash from the Columbia River to the California line in eight hours flat, pausing only for lunch—instead of the weeks the Oregonians would like him to stop.

The Coast states for some years have been cheerfully grabbing one another's attractions. Washington sometimes annexes Mount Hood and the northwestern Oregon peninsula with its beaches and historic Astoria. Occasionally Oregon takes in Mount Rainier and always refers to the Columbia River as an Oregon creek, although most of the stream runs through Washington and the northern state has a fine Columbia River highway of its own.

Oregon has also on occasion gone down and roped in Mount Shasta and the Trinity Alps in northern California—and California is always coming north to annex Crater Lake, Mount Hood and even the Columbia River as its own tourist attractions. But Oregon once got ahead of this friendly annexing program.

Soon after old Elijah Davidson chased a wounded bear into a crack in a marble mountain in the high Siskiyous in the summer of 1874 and discovered miles of narrow passages and mysterious chambers, some

(Continued on page 46)

ROUTES: U.S. Highways 97, 99 and 101 are parallel north-south roads. Distance from Portland to Grants Pass, 275 miles; from Astoria to California line, about 400. Lateral routes are U.S. 20, 28 and 30. From Redmond to Newport, about 150 miles. Good roads.

ACCOMMODATIONS: Good hotels and motor courts at Medford, Grants Pass, Salem, Klamath Falls, Astoria, Eugene and many other towns. Crater Lake Lodge provides double rooms at $7 to $10 per day, European plan. Also free campgrounds within the park. Timberline Lodge on Mt. Hood charges $10 per person daily (American plan), $8 to $14 for two (European plan). Resort hotel and overnight cottages also available at Oregon Caves.

FOOD: Oregonians are hearty eaters, thanks to their New England ancestry. Good sea food along coast. Restaurants are plentiful and are supervised and graded by State Health Department.

CLIMATE: Cool in summer, mild in winter. Most popular season is summer but in the fall accommodations are less crowded and the climate is mild but rainy.

WHAT TO WEAR: Gray flannel or gabardine suit for travel; lightweight tweed or Shetland sport jacket and gabardine slacks for sight-seeing. Take along a medium-weight raincoat which may also serve as a topcoat. Also rugged sport shoes and a lightweight felt hat.

WHAT TO SEE: Oregon Caves, near Grants Pass; Crater Lake; Mount Hood; Klamath Falls and near-by Indian reservation; Pilot Butte State Park, near Bend. Many scenic and historic attractions.

WHAT TO DO: Fishing and hunting along rivers and in forests. Excellent beaches on the coast. Sight-seeing throughout region.

FOR FURTHER INFORMATION: Travel Information Bureau, State Highway Commission, Salem, Ore.; or Information Division of the National Park Service, Department of the Interior, Washington, D. C.

MAP BY JOE KAUFMAN

forward-thinker dubbed the place the Oregon Caves, with the emphasis on Oregon. This saved it from becoming a California attraction and being annexed to Los Angeles.

The Department of the Interior may think it owns the caves, but the real boss is old Dick Rowley, a lithe, spry Colorado hard-rock miner, who has practically lived in them for thirty-seven years. Dick guides tourists through all summer and hacks out more passages all winter. He estimates he has made fifty thousand trips through the caves, covering about a hundred thousand miles underground. He started back in the days when visitors lighted their way with pine torches, worked up through candles and miners' lamps and now parades through two miles of electrically lighted aisles of stalactites and stalagmites.

There has been one marriage in the caves, no deaths and no births, although several imaginative ladies have tried to have babies in some of the more spectacular halls inside the mountain. Mr. Rowley always keeps a sharp lookout for this sort of thing, however, and has won every time up to now. No one ever got lost in the caves, either, for longer than overnight. Timid trampers through the tombs are reassured that "We always get better than 90 per cent of the tourists out safely."

The caves are publicized by a group of about forty businessmen at Grants Pass, the nearest city. They call themselves the Oregon Cavemen, dress in coyote skins, carry clubs and elect a Cave Queen and several princesses each year.

In fact, almost every girl in Oregon has been a queen of some sort, or will be one if she doesn't watch out. This is due to the large number of local fiestas staged by Oregonians to catch the tourist trade. Visitors are always happy to participate, particularly if something is being given away, which it usually is, somewhere. Newport, Oregon, for example, draws crowds every summer by handing out 12,000 free crabs. There are primrose and rose shows, salmon derbies, and potlatches celebrating azaleas, flax, cheese, oysters, strawberries, beans, lumber, huckleberries, turkeys and gladiolas.

Coos Bay runs a Pirate Regatta, Pendleton a Roundup, Hood River an Apple Blossom Festival, Albany a Timber Carnival, Ashland a Shakespearean Week, with handouts for guests. Taft, on the Coast, even runs a Redhead Roundup, but no samples are given away.

By watching dates a tourist in western Oregon can boon himself with most anything in the animal, vegetable or mineral line.

Western Oregon is a strip four hundred miles deep and about a hundred and fifty wide, with the Columbia River on the north, the California line to the south, the crest of the Cascade Range to the east and the Pacific Ocean to the west. In this rectangle you can find almost any sort of climate from lush, semitropical rain forests and all-year green valleys to sand dunes and snow peaks. Parts of it have only fifteen inches of rain; other parts on the north coast more than a hundred, some years.

Across this territory from east to west flow about twenty rivers, fed by more than two thousand creeks rising in the Cascades. These wind through the central high valleys and spill through the Cascade Range passes into the Pacific . . . the Chetco, the Siuslaw, the Rogue, the Pistol and the Nehalem and Umpqua, the Yaquina and the Alsea. Other shorter streams—one of them only four hundred yards long—plunge down the steep slope of the Coast Range into the sea.

What Delights the Tourists

Several surveys—including one by Collier's—have been run to find out what tourists want, and they all come out the same; the tourists just want to look at things. They will look at anything, especially if someone will point it out to them, and are delighted by mountains, sea lions, gold-bearing creeks, lover's leaps, clam beds, pioneer graveyards, rockbound coasts, big trees, caves, lakes and signs saying Watch Out for Deer on Highway. If there is nothing better they will settle for the Oldest Inhabitant, with or without beard.

Oregon is full of Oldest Inhabitants, and their memories (and their fathers' and grandfathers' memories) paint a colorful picture of the state's history. An important part of this was centered around the settlement at Champoeg.

The site, now set aside as a state park about 25 miles from Salem, Oregon's capital, dates back to the first white settlement in the Willamette Valley and before that to an Indian village. A Hudson's Bay fur trading post was established here about 1811. In 1841, history says, there were not many Americans in the Oregon country, which included

Washington and Idaho, as well as portions of Montana and Wyoming.

Ewing Young was one of these. He had acquired considerable stock and property. When he died in February, 1841, there were no heirs. Nobody knew exactly what to do with his cattle and land, but everybody agreed this situation emphasized the need for some sort of government other than the questionable authority of the Hudson's Bay Company. Besides, the cattle looked good to more than one settler.

In the meantime, Young's stock ran wild and ere long, as they wandered away into the hills, they fell prey to wolves, cougars and such. Then the varmints became more bold and began attacking stock in the settlements themselves.

Meantime the feeling for provisional government grew, and so did the opposition to it. The latter was of such strength that meetings to form or discuss provisional government were discouraged by its supporters, lest the movement be nipped in the bud.

Thus it was that a meeting of the settlers was called under the guise of taking action against the wolves. The first "wolf meeting" was held at the house of W. H. Gray, February 2, 1843, when a small committee was appointed. The next session was held in March and a third soon after in Oregon City. May 2, 1843, was set as the final organization date.

To many the meeting was to be another "wolf session"—especially to British subjects or Hudson's Bay followers who came. It was at first called in the office corner of the Hudson's Bay warehouse at Champoeg. When the true purpose of the meeting became apparent, company employees kicked out the session, which they figured was being held for seditious purposes. So the Americans withdrew to a field not far away; the others came along.

Big Joe Meek yelled: "Who's for a divide? All in favor follow me."

So when the choosing of sides was over, there were 50 on Meek's side for provisional government. There were 50 on the other side to save the region for Great Britain.

That's where Étienne Lucier and F. X. Matthieu, French Canadians, came in. As a pair they were undecided. They hadn't gone to either side. Lucier figured a vote for U.S.A. would mean taxes on everything, but Matthieu, who lived with Lucier, talked him into coming over to the U.S.A. side. So by a majority of two votes, "local" or provisional government went into effect for the great Oregon country.

In a big flood of 1861 most of the Champoeg settlement was washed away, with the exception of two saloons. The town was never rebuilt. Back in 1900 the last survivor of the Champoeg meeting, François Xavier Matthieu, who saved Oregon for the U.S.A., determined the site of the historic palaver. Today a monument marks the spot. A museum is near by. Sons and daughters of pioneers now come to the park every year for ceremonies paying honor to the old-timers.

So it was on the basis of the Champoeg activities that the territory of Oregon was established in August, 1848, about the time the emigrant wagons were converging on the Oregon country. A state committee was appointed by the late Governor Earl Snell to work out 1948 observances and celebrations for the territorial centennial. Governors of Washington, Wyoming, Idaho, Montana, all once part of the Oregon territory, have been asked to participate.

Pirate Treasure Believed Buried Here

Modern reminders of the old days still exist in Oregon. Treasure hunts for pirate gold are still going on, with searches under way on the slopes of Neahkahnie mountain along the northern Oregon coast on a scale much larger than ever before. A number of lives have been lost and much money has been sunk into the sands. Legends say, and many believe, that pirates came by here in the early 1600s and buried a treasure chest. Maps have been handed down from generation to generation.

At least one group of treasure hunters were hard at it all through the summer and fall of 1947, using a caterpillar, bulldozer, shovel (steam) and donkey. One of the group, Milo Merrill, is credited with 17 years on the job. Merrill hasn't said much about what he is hunting for, but reportedly he has found a lot of beeswax lost by some ship wrecked along the northern Oregon coast. Now, with summer coming on and the treasure-hunting season just beginning, the hole the men have dug is 300 feet wide and from 25 to 30 feet deep. Drills have gone down another 60 feet, but generally speaking one doesn't find beeswax buried like that. So, of course, the rumor of treasure persists.

Another treasure hunter made a real contribution to history. Back in 1853

John Wesley Hillman came to Oregon's gold-rush town, Jacksonville— now the queen city of Oregon's golden yesterdays. He followed a party of Californians into the Cascades to look for a "lost cabin" mine of fabulous wealth.

The search went on for days and days. Finally, on the last day Hillman was going to devote to the search, his trusty donkey followed up a deep slope. All of a sudden the donkey stopped at the edge of the crater of an extinct volcano. Its steep wall ended in a deep blue lake. Thus Hillman discovered Crater Lake.

Crater Lake was "discovered" two or three times after that. A pioneer scouting party came by. They didn't know Hillman had been there and neither did the Fort Klamath soldiers who wandered onto the scene in the early sixties. Hillman might have predated Kilroy if he had had a pencil or a brush.

By 1869 the lake's discovery was permanent. That year it became officially known as Crater Lake. Hillman never gave it a name. He died in Louisiana and never again saw Crater Lake after he discovered it.

Charley True of Medford was the first man to drive a car to the lake's rim. This he did in 1907. Incidentally he is still working at Crater Lake, driving a truck in season. That makes Charley the Crater Lake old-timer, in a way replacing the late Judge William Gladstone Steel, who spent numerous years of his life to have Crater Lake National Park established in 1902.

Charley remembers when teams and buggies came, and how the horses huffed and puffed along a one-way road up steep mountainsides to the rim of the crater. Later he remembers how the early cars hardly made it at all. Now a paved boulevard encircles the lake for 32 miles, with viewpoints along the way for visitors to stop and drink in the beauty.

It's a mile and a half down the crater-wall trail to the water, where hardier visitors can go fishing, boating and launch touring. If they feel ambitious they can climb up Wizard Island, a little volcano inside the big volcano, pushing itself up out of the blue depths to a height of about 700 feet. On the other side of the lake is Phantom Ship, an eerie mass of stone, much like a ghostly ship at anchor. Indians used to think it sailed in the moonlight. Legend says that an Indian princess of long-ago time, when old Mount Mazama filled the heavens with its snowy mass before it was destroyed, pilots Phantom Ship on nights when the moon is bright as she sings of forgotten years and aboriginal glory.

It wasn't so long ago when a tourist asked a ranger who Mr. Crater was. She figured he must have been a great man to have had such a beautiful lake named after him. Then there was the visitor who wanted to know if the containers of gasoline the boat boys were taking down the crater-wall trail to the launches didn't contain bluing to keep the lake blue. There was another visitor who wanted to know if visitors could be naturalized at the park naturalist's office.

One summer ex-President Hoover came to the lake to spend the night at the lodge. A ranger urged him to try fishing Crater Lake. He spent most of the day angling for trout. The ranger met him at the end of the lake trail to drive him to the lodge and inquired about his fishing luck.

Hoover smiled wryly and said, "Those fish must have recognized me." He never had a bite.

The Vortex Is a Leading Attraction

One of western Oregon's best attractions is its smallest—merely a circle 165 feet, 4½ inches in diameter on Sardine Creek, four miles off U.S. 99 near Gold Hill. This is the Oregon Vortex, as the scientists call it; its tourist name is the House of Mystery. The vortex is either "a spherical field of natural electromagnetic force" or an optical illusion, depending on how scientific you are.

If you stand inside this vortex and look out, people and things appear to grow larger as they recede. If you are on the outside looking in, people grow smaller as they approach you, in defiance of all optical laws. Furthermore, the minute you step into this field of force, you slant toward the magnetic north, and so does everything else—and you can measure the slant with a plumb line.

The vortex has been studied for thirty-seven years by John Litster, a Scot who came to Sardine Creek in 1908, with an M.A. and a B.Sc. from Glasgow. The peculiar phenomenon of the circle he picked up from William McCullough, a Wells Fargo man who came to the creek in 1864. McCullough in turn heard about it from the Indians, who wouldn't go near the place, and won't yet. Neither will birds or animals.

Litster, who says he still doesn't completely understand it, explains that, roughly, the vortex is a huge atomic lens. If you stand inside it, it magnifies; if you stand outside, it minimizes. Yet there is nothing there except clear air. There probably are other vortexes in the hills and, in fact, Litster says he discovered one back in the mountains thirty-five

miles away. We asked him if he wasn't afraid other people might discover vortexes and set up opposition exhibitions. He said no, because he'd discovered a way to neutralize the force. He did things with a small instrument about as big as a watch case, and it neutralized the thing, all right.

Most people who have written about the vortex keep their fingers crossed. Ours are, too—but just how the thing could be all trickery we can't see. Some high-domed physicists can explain it, but their explanations are so abstruse no one but another physicist can understand the explanation.

Compasses and dip needles aren't affected by the vortex. This is strange, if the magnetic force is great enough to push human beings and trees seven and a half degrees out of the perpendicular, which it apparently does. Human beings lean against the force, northward, due to overcompensation, but trees, being unable to compensate, lean toward the magnetic south—which may, after all, be due to the prevailing wind.

The House of Mystery itself is an old two-room board shack that slid down the hill years ago, coming to rest at a crazy angle. Its slanting floor and askew walls undoubtedly create a confusing picture, and some scientists who have used instruments say the whole thing is an optical illusion. Some of the physicists at the California Institute of Technology, who have read Mr. Litster's "scientific analysis" of the show place, are inclined to be skeptical, too.

Still, blind people seem to succumb to the "forces" just as normal persons do.

Settled by New Englanders

Most of western Oregon was settled originally by New Englanders, who named their villages Salem, Albany, Medford, Marion, Sublimity, Amity, Springfield, Oswego, Portland and the like. Legend has it that Boston men and Portland, Maine, men tossed a coin to name their settlement on the Willamette, and Portland won. Boston never did get on the Oregon map.

The Oregonians are really very cheerful and hospitable people, but photographs of pioneers might lead you to think otherwise. There are thousands of these old pictures in such early-day studios as that of Emil Britt of Jacksonville. Mr. Britt's father set up the first studio in the old gold-rush town, which got started in 1851 when gold was found on Jackson Creek. Mr. H. L. Davis, the Oregon historian, has remarked that his state's pioneers presented facial expressions which seemed to have been nailed on by professional horseshoers—as might be expected from having their heads clamped in a vise for three minutes.

Early Oregonians loved picturesque names and so you find Butcher Knife Canyon, Dead Indian Road, Eight Dollar Mountain, Lookingglass Valley, Calapooya Springs—which somehow ring truer than the modern rash of Idlewylds, Phantom Lakes, Mystery Groves and Shangri-Las.

All Oregon rivers are beautiful and most of them provide good fishing, but the Rogue has had most of the publicity, mainly because movie stars have flocked there, led by Clark Gable and Ginger Rogers. The less-known Umpqua, Siuslaw, Pistol, Sixes, Siletz, McKenzie and half a dozen others, plus uncountable north forks, south forks, middle forks and plain creeks are just as attractive, and some of them have better fishing.

The highway system of western Oregon forms a ladder, with U.S. 101 and U.S. 99 the uprights and about ten connecting roads, the rungs, following rivers through the Coast Range passes. U.S. 99 runs up the valley; U.S. 101 hugs the coast.

This Oregon coast highway is perhaps the most spectacular four hundred miles of shore-line road in the country. Most of the way it keeps along the beach, going *outside* capes and heads and crossing rivers and bays on huge and ornate bridges, winding through heavy timber, sand dunes, azalea patches and fishing and resort towns.

Along this road are a score of state parks, free for visitors. And all but thirty miles of the 400-mile stretch of beach also are free. You can drive down anywhere there's a road and build a fire, picnic, swim or sleep. This is the longest publicly owned beach anywhere in the world.

If you can stand a little rain and wind, the late fall is very pleasant in western Oregon. The tourists have gone home and the "No" is covered up on all the "Vacancy" signs on hotels and motels. Most of the parks, caves, lakes and rivers are operating, crowdless. The weather is mild, the grass and trees are green, the highways uncluttered.

After the tourists go home, the Oregonians unscramble themselves and settle down for the winter. Many of them watch the weather forecasts, and when the storm warnings fly, drive over the Coast Range and down to the sea at Seaside, Gearhart, Taft, Depoe Bay, Newport and a dozen other places to watch the winter storms send the long Pacific rollers crashing against the rocks. That's some sight—and afterward you can pick up agates on the beach.

When the storms die, the Oregonians drive home through their rain-misted forests, sit around roaring fireplaces and rest up for next summer's tourist-hosting. They'll be glad to see you.

THE END

Sea Lion Point—the Oregon coast.→

Spray-Spattered Highway

by Richard L. Neuberger
photographs by Ray Atkeson

LIKE A LARIAT, U. S. 101 clings to the great headlands which the Oregon Coast Range thrusts down to the sea. With white-capped talons and plumes of spray, the tossing Pacific often seeks to unravel this asphalt noose. Few other roads on the continent thread a more spectacular tightrope between mountains and salt water.

The highway leaps wide, generous rivers on graceful arches. Mere mention of these streams makes a fisherman's pulse beat faster. Zane Grey's enduring favorite was the Rogue. General George C. Marshall still returns periodically to the Umpqua. Steelhead break surface upstream. Salmon lurk in the churning maelstrom where the runoff from distant snowbanks tastes the brine of the ocean.

This is a lush land. Cheese factories and dairies symbolize the wealth in grass. The hills are mantled by Douglas firs as straight as Corinthian columns and as high as fifteen-story buildings. Indeed, Lane County last year produced more lumber than any of the other 3,068 counties in America.

There was no Lane County in 1775 when a Spanish navigator named Bruno Heceta first glimpsed these majestic green capes from the slanting decks of the corvette *Santiago*. Heceta Head, a massive promontory, honors this historic voyage. It also dominates Devil's Elbow State Park, a favorite picnic ground for motorists.

The Devil's Elbow is a crook of the ocean where the swells beat against Heceta Head with a roar like a hundred freight trains in a hundred tunnels. Sea lions take to this realm of spray and rock. Their principal congregation point along the extended Oregon coast is Sea Lion Caves, barely a mile from Heceta Head. Commercial fishermen curse these greedy eaters of salmon, but travelers descend in awe to the vast chambers full of barking animals, where the scene is reminiscent of Coleridge's "caverns measureless to man."

This picturesque domain long has rocked to a stern and angry dispute over pronunciation.

To natives the frowning bluff is "Hek-a-ta" Head, but a visiting scholar of Spanish from a Midwestern university shook gray locks sorrowfully and said that the bygone mariner had pronounced his name "Ay-thay-tah." The lighthouse keeper still calls it "Hek-a-ta."

U. S. 101 twists southward, and always the tang of the world's biggest ocean is in the nostrils of the tourist. Coffee shops beckon to him with slabs of pink salmon so recently from the sea that they need no salt. Other wayside specialties are Dungeness crab cutlets and razor clams that have been rolled in bread crumbs and fried in butter.

Coos Bay and its sister city, North Bend, can boast a combined population of only 12,000, yet these twin communities ship out through a long finger-like harbor more lumber than any other seaport in the land. The pungent smell of sawdust rubs out the odor of tidal flats. Stacks of fresh-cut boards and beams weigh down every dock. Freighters wait impatiently for a berth.

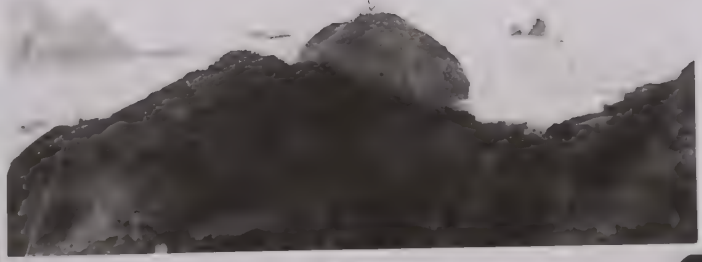
The fir gives way to cedar and redwood as the motorist turns his wheels in the direction of California. Port Orford cedar formed the planking of the only boat ever navigated through the Grand Canyon of the Colorado by a solitary argonaut, and the city of Port Orford claims the further distinction of being the lone Oregon community to have a state park inside its municipal limits.

Captain William Tichenor, commanding the rickety coastwise steamer *Sea Gull*, put a party of nine men ashore on a foggy day in 1851, hoping to establish a trading post for commerce with the Indians. They got arrows instead of pelts. For fourteen days the crew members from the *Sea Gull* were besieged by Indians.

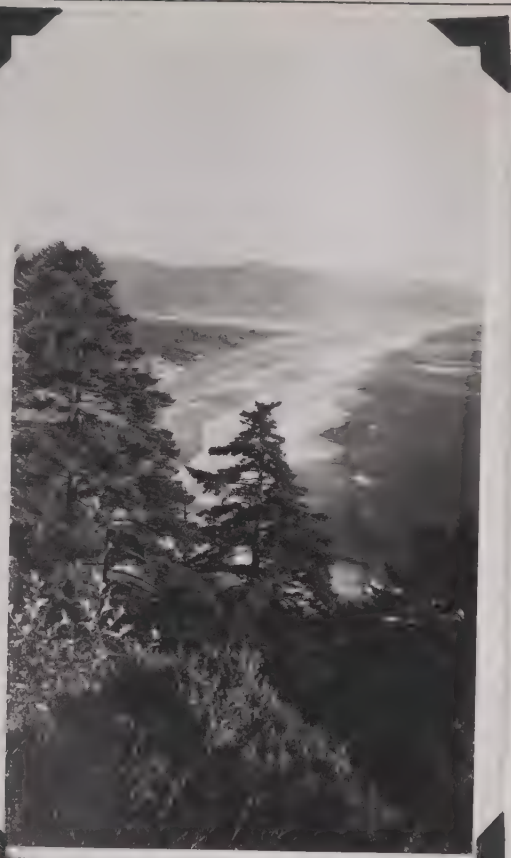
Their longboat gone, the sailors could escape only by land. When provisions and ammunition had nearly run out, they crept away from Battle Rock under cover of darkness and finally reached a white settlement more than 100 miles up the coast. Seventeen Indians perished in this prolonged passage at arms, but only one white man.

Battle Rock State Park fronts on U. S. 101, which is also the main street of Port Orford. Here the traveler is exactly three leisurely hours away from Crescent City, the first place that his picture postcards for the folks back home will carry a California cancellation. ■

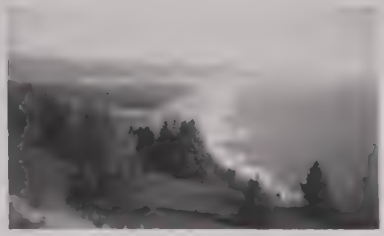
Battle Rock State Park, Port Orford.→

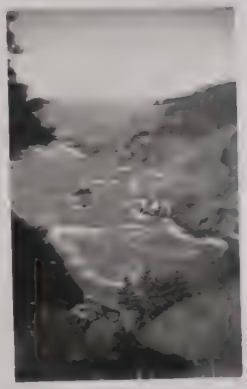


OREGON COAST



OREGON COAST





Oregon Coast

ASTORIA

Oregon

CLATSOP COUNTY BEACHES

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THE PORT OF ASTORIA

Scotch Broom Bordering Highway
"The Golden Highway"

Astoria Oregon

POPULATION

(1940 Census) 10,389; Estimated 1948 20,000.

AREA OF CITY

6½ square miles. 35 miles paved streets.

ALTITUDE 15 Feet.

CLIMATE

Average January Minimum 30°.
Average Maximum 70°.

FORM OF GOVERNMENT

City Manager.

Clatsop Airport—Astoria, Oregon
Ultra Modern Airport—Regular Flights Daily

Logging in Clatsop County
A Major Industry

TRADE AREA

Radius of 30 miles serving 80,000 people.

NATURAL RESOURCES

Columbia River Salmon, Tuna, and Bottom Fish. Fir, Spruce, Hemlock and Alder Timber.

AGRICULTURAL AND DAIRY RESOURCES

Dairy Products, Beef, Poultry Grass Seeds, Vegetables, Cranberries and Bulbs.

VALUE OF INDUSTRIES

Fish Packing	$ 50,000,000.00
Dairy Products	$ 5,000,000.00
Lumber	$ 50,000,000.00

Gracious Living in Astoria

WATER SUPPLY

From Bear Creek, 10 miles east of Astoria 250,000,000 gallon storage capacity.

NEWSPAPERS

1 Daily, 2 Weeklies.

TRANSPORTATION

City Bus Lines, Oregon Motor Stages; S. P. and S. Railway; Ferry Service to Washington State. Airline Service Regular Flights Daily. Air Line Charter Service. Sea and Land Planes Available.

Clatsop County near Astoria, Oregon

VALUE OF INDUSTRIES—Cont.

Grass Seeds	$ 300,000.00
Beef	$ 200,000.00
Vegetables	$ 150,000.00
Poultry	$ 500,000.00
Maritime Commerce	$ 20,000,000.00
Boat Building	$ 4,000,000.00
Medicinal Oils Fish Products	$ 2,500,000.00

Scenic grandeur on the Mighty Columbia River
Highway 30

Seining Salmon
Columbia River Astoria, Oregon
Gillnetting is the modern method for River Fishing

ASTORIA, OREGON

THE NORTHWEST FISHING CAPITAL

HOME OF THE GREAT TONGUE POINT NAVAL BASE AND MARITIME COMMISSION
FLEET RESERVE BASE

ASTORIA, named for John Jacob Astor, is the county seat of Clatsop County and the first permanent settlement in the Oregon Country. Located 12 miles from the mouth of the Columbia River. Astoria is the terminus of U. S. Highway 30 and U. S. Highway 101. Because of its commerce and industry, and its location at the mouth of the river, this city has grown from a trading post to an important Port. Astoria's industry and commerce consists chiefly of fishing, lumbering, dairying and general agriculture. Due to the close proximity of the Clatsop Beaches, Astoria enjoys an ever increasing tourist trade. Principal manufacturing output includes Salmon, Tuna and Bottom Fish Products; Lumber, Flour, Dairy Products, Grass Seeds, Bulbs, Powdered Milk, Fertilizers, Medicinal Oils, Vitamins and other Fish By-Products.

FREE PLANT SITES on deep-water harbor, with railroad trackage, are available to firms showing proof that worthwhile payroll-producing industries will be established. For information write Chamber of Commerce, Astoria, Oregon.

Over 25,000 sport fishing enthusiasts participate for valuable prizes

Famous Columbia River Salmon
Canned as soon as caught

ASTORIA, OREGON
The Greatest Fresh-Water Harbor on the Pacific Coast

Derby Darlings

CHURCHES

20 embracing all denominations.

AUTO COURTS

4 within city limits, modernly equipped.

BANKS

Two; First National and U. S. National.

The world famous Astor Column
A Tourist Rendezvous

Heaps O' Gold
Scotch Broom and Douglas Fir Trees border many fine Highways

LIBRARIES

City Library; County Bookmobile Library.

HOSPITALS

Two; Columbia and St. Marys.

SCHOOLS

1 High School; 3 Elementary and Junior High School; 1 Parochial.

HOTELS

9 principal hotels with over 500 rooms.

AIRPORT

One of the most modern on the Pacific Coast. Handles the largest plane built. Cost over $15,000,000.

RADIO

Station KAST affiliated with Mutual Broadcasting Co.

CITY PARKS

Astoria City Park; Astor Column Park; Tapiola Park and Swimming Pool.

RECREATION

3 Golf Courses, Beach Resorts; 3 Theatres; 3 Night Clubs; Public Swimming Pool; City Parks; Tennis Courts; Soft Ball Diamond; Fresh and Salt Water Fishing, (the best in the Nation), Gun Club; Roller Rink; Dancing and Picnic facilities.

MILITARY AND NAVAL ESTABLISHMENTS

Tongue Point Naval Base; 500 naval ships of the 19th Fleet berthed here. Floating Dry Docks, Machine Shops. Thousands of Naval Personnel, and the Most Modern of new homes comprising a new city.
Navy Auxiliary Air Field.
Fort Stevens.
U. S. Coast Guard Depot.

POINTS OF INTEREST

Site of Fort Clatsop.
Site of Fort George.
Site of First Post Office west of Rockies.
Interstate Ferry Slip.
Salmon, Tuna and Fish Processing Plants. (Open to public).
Shark Rock.
Tongue Point Naval Base.
Saddle Mountain.
Beach Resorts.

A Modern Astoria Fish Cannery

Small part of Astoria's Great Fishing Fleet

Acres of Daffodils
Astoria is an important bulb center

ASTORIA, OREGON
A Modern Metropolis at the Mouth of the Columbia River 12 miles from Pacific Ocean

Historic Astoria, Oregon

Carrying sea letters granted by President George Washington, Captain Robert Gray sailed into the Columbia River on May 11, 1792, and named the great river after his ship the "Columbia." President Thomas Jefferson commissioned Meriwether Lewis and William Clark to explore the Northwest country in 1803. They reached the mouth of the Columbia November 11, 1805, built Fort Clatsop near Astoria and spent the winter of 1805-1806 exploring the vicinity. Following these discoverers and explorers came the fur traders of the Pacific Fur Company, organized by John Jacob Astor of New York. They established Astoria in 1811. During the following decades Astoria was the goal of traders, explorers, missionaries and pioneer settlers, and on the shores of the Columbia are the last resting places of many of these early intrepid adventurers.

These historical events were important factors in securing American possession of the old Oregon Territory including the present Pacific Northwest area. These events are illustrated in the pictorial frieze on the Astor Column located on Coxcomb Hill in Astoria, overlooking a magnificent panorama of ocean, mountain and river scenery. The Column was built in 1926 by Astor descendants and the Great Northern Railway. It was designed by Electus Litchfield, noted New York architect and decorated by the Italian artist, A. Pusterla. The Column is 125 feet high and encloses a circular stairway of 166 steps.

Astoria, Oregon, at the estuary of the Columbia River—second largest river in North America—is historically old but physically new. Settled by the John Jacob Astor Fur Trading Party in 1811, it was destroyed by the great conflagration in December, 1922. Staggered but undaunted by its loss, its inhabitants, a hardy people like its founders, immediately rebuilt a modern city of concrete and stone.

ASTORIA CHAMBER OF COMMERCE

— ASTORIA, OREGON —

JUNCTION, OLD OREGON TRAIL AND OREGON COAST HIGHWA
BIRD'S-EYE VIEW, ASTORIA, OREGON
103937

BIRDSEYE VIEW OF ASTORIA, OREGON, LOOKING EAST

THE MOORING BASIN FOR THE FISHING BOATS.
ASTORIA, OREGON

SIBERIAN

Astoria, Oregon

EARLY DAY CLATSOP MILL — Here is the original Clatsop mill plant built in 1881 by the Kinney brothers, on the same site where the existing mill is now being demolished. This old photograph from the archives of Frank Woodfield shows a bark-rigged sailing vessel at the mill dock, a log pond west of the mill on what is now filled land, a street built up on a pile of slabwood from the mill, and one of Astoria's old-time horse-drawn street cars.

OLD MILL TO VANISH—Here is a recent view of the Clatsop mill at 23rd street, now in process of being wrecked by the Astoria Plywood corporation after 70 years of existence as an Astoria industry. The present mill plant was built in 1902 or 1903. (A-B Photo)

Clatsop Mill—One of Astoria's Oldest Industries—Is Becoming Only History

One of Astoria's oldest industries, the old Clatsop sawmill, is just about to pass into history.

Wrecking of the ancient mill stucture at 23rd and Franklin has begun by the Astoria Plywood corporation which recently bought the site from the city of Astoria.

The Clatsop mill will vanish in 1951, the 70th year of its existence.

It was established in 1881 by four brothers of the Kinney family, who were pioneers here in lumbering as well as the fish packing industry.

60,000-Foot Capacity

Old timers recall that William Kinney, Lyman Kinney, Marshall Kinney and Dr. Alfred Kinney were the four organizers of the Clatsop mill company.

They had been in the lumber business in Salem before establishing themselves in Astoria.

Marshall Kinney operated the family's fish packing interests here, while William Kinney was active manager of the sawmill.

The late Herman F. Prael was auditor and secretary of the mill company in its early years.

The original mill had a capacity of 60,000 board feet of lumber a day and employed up to 90 men, old time Astorians say.

Mill workers' wages then weren't much. There was a 10 hour working day in effect and workers got from $1.15 to $1.75 a day.

Carpenters' wages in those days were $1.75 to $2 a day.

In the early years, mill officials piped steam from the mill's steam plant to homes on the hill to the southward where they lived.

The original mill lasted for several years, but finally burned down about the turn of the century. It was rebuilt, but burned down again a short time later.

One of the fires was set by a local man who had gone berserk and ran through the mill plant with a flaming torch setting fires wherever he could.

The mill at one time had a sash and door factory in connection with it and in its later years it also housed the Astoria Box company plant which for decades made wooden boxes for the fish packing companies and shipped other boxes to buyers up and down the coast.

The original mill had a dock for loading ships, and sailing vessels up to 90 tons used to [illegible] lumber cargoes there for coastwise voyages.

Later most shipments went by rail.

The present mill plant was built about 1902 or 1903, old timers say, after the second of the two fires in the plant's history.

Ran In WW I

During World War I, after the mill had been shut down by the original operators, it was acquired by C. S. Howard, San Francisco, one of the biggest automobile dealers on the Pacific coast, who had it extensively remodelled.

Howard ran the mill until 1920 and shut it down.

A couple of years later it was sold again. The Astoria Box company's original plant, operated by the late W. F. McGregor at 38th street, had burned down and McGregor was looking for a new site.

He with Charles Callender and William P. O'Brien acquired the Clatsop mill and started it up.

Got Potter's Boilers

It was along about that time that a boiler explosion wrecked the old boiler. The famous early [illegible] T. J. Potter was [illegible] and the Clatsop mill got its boiler, the same one which still provides steam for the mill.

The new owners ran the mill for nearly a decade and it was shut down again when the depression of the 1930's hit the lumber business.

It stood idle from 1932 to 1935 when it was acquired by the Clatsop county court. Taxes had lapsed and the owners were planning to wreck the mill, when they were persuaded to sell it to the county with the plant still intact.

Last Run In 1949

O'Brien then leased the old mill from the county, at a time when most people thought its useful life was over, and kept it going steadily for more than another decade, until 1948 when he sold the lease to a group of Seattle people.

They ran it for a year and a half, turning over the lease eventually to Lower Columbia Lumber company, the last operator, who closed it down after a few months operation.

The mill stood idle from then on. This year Astoria Plywood company saw the site, liked it, and acquired it from the city of Astoria, which obtained title from the county for the purpose of making the sale.

Astor Station Gets 117 Inches Of Rain in 1950

The year's rainfall at John Jacob Astor experiment station totalled 117.39 inches, according to final 1950 figures compiled today by H. B. Howell, superintendent.

It was the greatest amount of rainfall ever measured in any one year in Clatsop county, exceeding by 3.37 inches the all-time Astoria record set in 1933.

Astor station's rainfall by months included: January 15.45 inches, February 18.94, March 15.85, April 7.97, May 2.62, June 1.82, July 1.76, August 2.03, September 3.05, October 16.96, November 13.01, December 17.92.

It rained every day in December, Howell reported.

319 Astor Colu
Beyer

Paldanius Named Hoop Coach Here

WARD PALDANIUS

Ward Paldanius, former Astoria high school athlete who graduates from Oregon State college this spring, will be the new Astoria high school basketball coach.

James Burgess, city school superintendent, announced the appointment of Paldanius, son of Mr. and Mrs. Edward L. Paldanius, today following a special meeting of the Astoria school board Tuesday night.

"We are very happy in securing Paldanius as high school basketball coach," Burgess said. "He comes to us highly recommended by the Oregon State coaching staff."

Paldanius graduated from Astoria high school where he was a member of the Fisherman basketball team in 1942 and then went into service with the coast guard until 1946 when he entered Oregon State.

The new hoop coach is scheduled to graduate with a bachelor of science degree from Oregon State in June.

While at Oregon State, Paldanius earned two basketball letters and was a member of the varsity squad for three years. He was active in college life and a member of the college physical education club where he gained experience in handling almost all sports, Burgess said.

THE LAST TAXPAYER—Not the last surviving taxpayer after the annual ordeal, but the last one to mail his return in Astoria before the midnight deadline March 15, was Albert Engbretson, 27, 652 Franklin avenue. He arrived at the postoffice at 11:58½ p. m. W. C. Wallace, night postal clerk, said about 150 envelopes addressed to the collector of internal revenue were dropped in mailboxes between 5:30 p. m. and the last street-box pickup at 11:30. (A-B Photo)

day, June 30, 1950

Astoria Families Rest Assured by Korea Messages

Two Astoria families had relative peace of mind Wednesday, with underlying worries, after receiving "safe—don't worry" messages from loved ones who departparted from Seoul, Korea, shortly before the communist troops arrived.

David G. Shaner, 24, and Edwin N. Niska, 35, were members of a group of 25 Americans sent by the Illinois Institute of Technology to teach in Korea, late last month.

Shaner and Niska left Seattle for Korea May 22. It was Monday, June 26, that communist-led troops from North Korea were reported smashing into the outskirts of that city. Americans were being evacuated but reports

DAVID G. SHANER

were indefinite—and impersonal.

From Illinois' Institute

Then at noon Monday Niska's wife and Shaner's parents received wires from the president of the Illinois institute.

"David G. Shaner has safely arrived in Seoul." Mr. and Mrs. Wesley Shaner Sr., 475 Sixteenth, was notified. Niska's wife, Mrs. E. L. Niska, 193 West Duane, said the message she received was identical except for the name.

That didn't do much to relieve worry. But Tuesday morning the school president wired again that each of the two Astorians was "safe in Kyushu (Japan) and proceeding to Tokyo until situation clears."

Then at 5 p. m. Tuesday came a wire to the Shaners signed by their son himself and dispatched via radio from Zasshonokuma, Japan:

"All well and safe. Anxiety unnecessary. Please don't worry."

Believed Same

Mrs. Niska said Thursday she believed the wording of a message from her husband was just the same. The reassurance was relayed to her by telephone from the local Western Union office.

Seoul fell to the communists Wednesday.

Niska has lived in Astoria "all his life," Mrs. Niska said. A biologist, he was graduated from col[illegible] in Washington and studied also at Stanford and in Switzerland, where he specialized in for[illegible]gn trade. The Niskas have one [illegible]ld.

Shaner was graduated from Astoria high school in May, 1943. He studied food technology at Oregon State college, then served in the army air corps two years.

Both men signed one-year teaching contracs for posts at Seoul or Pusan, Korea.

A NEWSPAPER SPECIALIZING IN THE LOCAL NEWS OF THE LOWER COLUMBIA

Weekly Astorian

RATES ARE REASONABLE SEE EDITORIAL PAGE

Volume 53 | Astoria Oregon, Friday, January 20, 1950 | Number [illegible]

Eight Foot Snow Bounds County Families; State Sending Bulldozer Aid

State foresters strove Tuesday to get bulldozers through eight-foot depths of snow to two logging camps where between 12 and 25 families, including children, had been marooned since Friday's blizzard.

Harold Tonole, state forester at Jewell, said reports had been received that a lone skier reached the Sunset highway Monday from Camp McGregor, along the Oregon-American logging railroad line, and sent word by a passing motorist of the emergency there.

More than a dozen families at the settlement had been cut off from all outside contact since the blizzard struck, the unidentified skier reported. At least one member of the group was sick, he said.

Skiers Alerted

Tonole asked that a county health department nurse and one or two other Astoria skiers be alerted for an emergency trip to the logging camp Tuesday afternoon or evening.

Whether the rescue trip will be necessary would not be known, Tonole said, until later today. The foresters and the Oregon-American railroad could not yet tell whether the bulldozer, equipped with a snow blade, would be able to get through. But plans called for a night crew to work straight through until dawn Wednesday.

The McGregor settlement has a schoolhouse, Tonole said, indicating the presence of several children.

Olson Isolated

Another isolated group was at Camp Olson, on the other side of the highway from Camp McGregor. About nine men reportedly were stranded there, according to the forester, and a crew was trying to get through to them Tuesday.

State police out of Clatskanie, meanwhile were attempting to reach the Ray Bennett family by tractor today after neighbors reported they had not been seen since Friday's blizzard. The Bennetts live near Fishhawk creek, northwest of Birkenfeld.

State Patrolmen William Flippo received the call about 6 p. m. Monday but was unable to get through the drift covered road to the Bennett residence near the Clatsop-Columbia county line.

The Bennett house is approximately 3 or 4 miles from the nearest house in the isolated sector of Columbia county.

No distress was reported at the residence but neighbors began to worry about not seeing anything of the family and called for assistance to get to their home to check if aid was needed.

All communications from the nearest house to the Bennett residence were cut by the heavy snows.

SP&S officials in Portland said a train had been sent Monday along the old Gale's Creek-Wilson River line, and had not been heard from since.

A second train was dispatched Tuesday morning. Local representatives of the railroad said they were not worried, and that information received here indicated the trains were sent only to load lumber.

The lack of communication probably meant only that wires were down and signified nothing more, officials said. No details regarding the number of crewmembers aboard were available here.

Elsewhere, the word regarding blizzard effects generally was "condition unchanged." No snowfall in Astoria was reported Monday night, but the temperature dropped to 22 and residents emerged from their homes Tues- [illegible] was still jumbled with piles of snow, newly crusted, and roof edges still ragged with icicles. Some tempers were getting frayed, too, as the early novelty of shoveling walks clear and digging cars free turned into tedium.

Temperature ranged from 30 to 37 in Astoria Monday, but little thaw occurred. Point Adams received another ¼-inch layer of snow during the night.

The Columbia river bar was open all night and ship traffic was heavy. Bar pilots brought three cargo vessels in about midnight and took three out early Tuesday morning. Four more were expected to arrive during the day. Numerous fishing boats reportedly went out during the morning.

U. S. coast guardsmen at Cape Disappointment said the bar was moderate with a southwest swell at 8:30 a. m., and an east wind blowing four to seven miles an hour. Temperature was 30, barometer reading 30.11, and visibility 10 miles. The east wind had reached its peak at 6 a. m., when its velocity was 13 to 18 miles an hour.

Girl-Boy Twins Born

The first twins to be born at St. Marys hospital this year were born Monday to Mr. and Mrs. Mason Anderson, Nehalem.

The babies were a 5-pound 13-ounce girl and a 7-pound 3-ounce boy.

FROM SNOW TO SLUSH—Yesterday piles of sn[ow] were being scooped from Comme[rcial] street, but today following a southeast storm last night, the street was turned into a sea of slush, rutted like a country road in the pre-automobile age as shown in the bottom picture.—(A-B Photo.)

CRPA Leaders Given New Posts on Board

Edward W. Thompson, president of Columbia River Packers Association, Inc., becomes vice-chairman of the board, a new position, and Thomas F. Sandoz, executive vice-president, succeeds Thompson as president in changes announced following the monthly meeting of the board of directors here Wednesday.

The changes were announced in a brief statement issued by Nick Bez, Seattle, chairman of the board of the big packing company, Astoria's largest industry and one of the biggest in the state.

The statement follows:

"Nick Bez, chairman of the bo[ard] of Columbia River Packers Association, Inc., announced today that Edward W. Thompson had been elected vice chairman and [illegible] dent of the corporation at a regular monthly directors' meeting.

"Bez stated that during the past several years the company has greatly expanded its operations in this area and will continue with the policy of reaching far afield for raw materials to be brought to Astoria for processing at its modern plants here."

Company officials made no comment on the statement. It was understood, however, that the second paragraph was intended to allay any rumors that headquarters of the company might be removed from Astoria.

Sources close to the corporation indicated also that there may be announcements soon regarding 1950 activities of the Saipan and Tinian, the two ex-navy LST's which were converted into refrigerated fish carrying vessels a few years ago.

Both these ships have been laid up since returning from cruises to South American waters after tuna last fall. It is expected that both will be dispatched again this spring on cruises to distant seas after fish, for Astoria canning.

Both Thompson and Sandoz, the two officials affected by the announcement Wednesday, have been with CRPA for years.

Thompson started with th[e cor]poration in 1924, became a[ssist]ant secretary in 1928, a director and vice-president in 1935 and president in 1938, shortly after the retirement from active management of his father, the late William L. Thompson.

Sandoz started with CRPA in 19[illegible] bookkeeper at its [illegible] worth, Wash., cannery, and [illegible] was put in charge of all operations from St. He[len]s to Celilo. In 1933 he came to the head office as sal[es] manager, became director and [vic]e president in 1938 and [p]resident in 1942.

Light-Built Shed Falls at Docks Under Ice Weight

Weight of [illegible] snow and slush caved in [illegible] section of a light built shed over the rail[illegible] on pier No. 1, used for sheltering cars during grain unloading operation [illegible]

[illegible] reported the rest of the [illegible] cleared of snow an[illegible] no [da]nger. He reported few leaks despite the heavy load of snow on the roof of the [illegible] No. 3 warehouse and other main port building.

Only Two Rural Mail Routes Go

[illegible] rural mail routes were be[ing] [d]eliv[ered] today, but two others were [cance]lled. Deliveries in [illegible] Astoria, by foot [illegible] being made.

Post[al] authorities said Route [illegible] and [illegible] not being delivered [illegible] to blocked road[s]. Route [illegible] 4 in the Svensen [illegible] ad districts will [illegible] ly along the main highway [illegible] attempt will be [illegible] side road [illegible] mail truck from [illegible] to Astoria safely and departed on the return trip.

Navy Ships Weighed by Heavy Ice

Ships in the Columbia River reserve fleet moored at Tongue Point were drawing about three inches more water than normally because of the weight of ice and snow piled on them during the past week, navy officials said today.

Crews of sailors were busy today with snow shovels and homemade scoops clearing the ice and snow from the boats and roofs of buildings. Buildings were reported to be leaking almost universally as the weight of snow and ice opened seams that normally were tight.

Public works equipment was out in force clearing streets in an attempt to control the rain and melting snows that left from six to eight inches of water on the [stre]ets in the lower levels of the ba[se].

Power at the station and the Naval heights housing district was cut from 2:45 to 10:45 a. m. and residents of the area dependent on electricity for heat were in unheated homes throughout the period.

An emergency generator at the navy was pressed into service to provide light for emergency sections of the base and for the [To]ngue Point dispensary where a [su]rgical operation was underway when the power failed.

A switch to the emergency generator provided power so that [illegible] could continue with their [operat]ion without trouble, navy officials said.

"Ill Wind" Blows Well for Seekers Of Clatsop Jobs

Though buffeted and chilled, Astoria had not yet experienced the legendary "ill wind which [blows] no good. Th[e] [illegible] had brought employment to [illegible] who needed it badly.

Upon [illegible] been getting [illegible] need [illegible] snow shovelers," Guy Bar[illegible] manager of the state employment agency here, said Monday.

Skiers Set Try Rescue At Camp

A Clatsop county nurse and two other Astoria skiers held themselves ready for an emergency ski trip to McGregor logging camp Tuesday night and Wednesday morning, as state foresters bucked six-foot depths of snow trying to reach a sick baby and 80 other stranded men, women and children.

Denounces "Rescue"

But the president of the Oregon-American Lumber corporation, which owns the railroad leading to the camp, denounced the tentative ski-rescue plan as [illegible]

Speaking fr[om] his office at Vernonia Judd G[reenman] [illegible]

"There are 25 [illegible] loggers in there. Th[illegible] been a moment when they couldn't have gotten that baby out of there. If a nurse goes in she'll probably break a leg and we'll have to send a train in after her. That's rough [illegible]

State foresters Tuesday asked that a nurse and one or two other members of the Saddle Mountain [ski] club stand by for a possible [ca]ll to go in to the camp, eight miles from the Sunset highway along the Oregon-American railroad leading to Vernonia.

Father Sends Word

Steven Waite, the baby's father and a logging camp employee, got word out Monday that the child was running a temperature of 104. Greenman said Waite is stationed at Camp Olson, on the other side of the highway. Three men now at Camp Olson also are marooned but can contact Camp McGregor by telephone.

A forestry department bulldozer and grader were used throughout Tuesday night in an effort to reach the isolated families.

District Fire Warden Edward Schroeder said a second bulldozer was to be put into service this morning. Harold Tonole, state forester at Jewell, said he would call Astoria again to get the skiers if the bulldozers proved unable to get through the snow[dr]ifts. William McGregor and H. G. Nopson, operators of local sporting goods stores, offered to supply electric lanterns for the [sk]i-rescue trip if it were made at night, but no further word from [illegible] need for any such arrangement. One of the bulldozers probably would get in by noon, he said at 10:30 a. m., and a train from Vernonia before that.

"The baby has never been very sick," Greenman said his information indicated. "They've been isolated since Saturday morning except for contact with the other camp, but have plenty of food and it's only four miles to the end of a plowed-out road. Those [illegible] aren't helpless.

Sees 'Build Up'

"It's easy for newspapers, social workers and nurses to build up excitement. That's what they do—they manufacture news. I know, because I used to work on a newspaper myself."

An Astoria man who had observed the train and bulldozer operations said Wednesday that a woman at the camp reportedly had cut her hand seriously. Greenman, however, had not heard of the accident and discounted any rumors of emergency conditions.

Two More Barns Collapse From "Silver Thaw"

Two more barns collapsed last night under silver thaw conditions in the Jewell district, according to Tommy Hopkins, who got through to Astoria this morning with the mail from that area.

He said Curtis Foster's barn on the McKeever place and Albert Enevoldsen's barn collapsed, but he did not know what loss in cattle was sustained.

Previously Elmer High had lost a barn and 6 head of cattle, while Bill Music also lost a barn and several cows.

Hopkins reported 41 inches of snow at Jewell. There were silver thaw conditions Wednesday night, following a cold 2-above-zero temperature Tuesday night. By this morning, it was melting slightly.

Hopkins reported Nehalem valley people are much concerned about the possibility of floods if the deep snows in the valley melt rapidly.

Warrenton Ankle Deep in Slush; Drains Frozen

WARRENTON — (Special) Slush and water ran in the streets here today ankle deep and city workmen struggled to clear drains that in many cases were still half-frozen.

E. R. Baldwin, city manager, said some of the bigger drains and tide boxes were open and functioning, but that rapid melting of the snow was making it difficult to get the water drained off.

No power lines were reported down in this locality, Baldwin said. One tree fell across the road between Hammond and Flavel and city workmen were trying to remove it this morning.

Early Freezing Rain Cuts Lines; Slush Piles Up

The dreaded thaw has begun. All regular communications between Astoria and outside points were broken after a southerly "chinook" storm and silver thaw ganged up on the region, breaking telephone, telegraph and power lines and turning streets and roads into seas of ice and slush.

Both the Columbia and Sunset highways were blocked by slides and ice sheets; the SP & S railroad to Portland was slide blocked; airlines were grounded and bus service halted.

Telephone calls could reach south to Seaside, north to Ilwaco, east to Knappa—but no farther in any direction.

Electric power was shut off in many sections of the city and county.

No telegrams could go out, nor come in. Teletype service was broken down. The radio station's network was out of commission.

No flights could leave or arrive today, West Coast airlines said. The airlines manager was trying to get in touch with a "ham" radio operator to establish contact with Portland.

County road officials had brief advice for motorists:

"Stay home."

A state highway offic[ia]l said:

"I wouldn't try to drive anywhere today."

Fallen trees had closed the Columbia River highway between Svensen and Wauna. The Sunset highway, from Cannon Beach junction east, was 'a sheet of ice." A state policeman said no vehicle had [c]ome through from Portland by 10:15 p. m.

Oregon Motor Stages sent one bus out from Astoria at 9:30 a. m. All other trips were cancelled. A freight train which left Portland at 6:30 p. m. Wednesday arrived here 14 hours later and reported "three or four" slides across the tracks already. The thaw was uprooting trees, SP&S officials said, and the local office had no communication lines left. Whether the passenger train due at 11:45 a. m. would arrive, no one could predict.

The only schools open were those in Seaside. One resident there claimed it was a "banana belt" with the temperature up [illegible] streets an[d] [illegible] who thought they'd seen the worst, during the week-long blizzard and icy aftermath, learned that new snow and crusty [illegible] were relatively pleasant.

Packed snow turned to mush and the crust to treacherous, jolting lumps. The entire Astoria public works crew—water department, sewer gang and all—turned out at 1 a. m. and labored furiously to uncover street drains and keep them open.

Can't Clear Streets

"Traffic will have to [illegible] if it can't move," H. M. McCallister, superintendent of the public works department, said Thursday morning. "We've no time to clear streets for travel. We've got to take care of the flood. Motorists will be able to get around if they can stay in the wheel tracks. If they get outside the ruts they'll get stuck."

They got stuck.

Drivers who tried to r[illegible] hills gave up and bac[illegible] if they could mov[e] [illegible] were useless. A [illegible] with four huge d[illegible] [illegible]tion progre[ss] [illegible] mar[illegible] get back [illegible] turned ar[ound] [illegible] Nothing [illegible]

[illegible] street [illegible] went down during the ni[ght] [an]d power had to be shut off in a section farther east to permit repairs. An outage at Hammond had been repaired by morning, but Fort Stevens, with its own distribution system, was still without power [illegible] a. m.

Radio Hookup Sought

With all wire communication to Portland gone this morning, the telephone company was trying to get an emergency radio [hooku]p started.

R. L. Brockley, wire chief, started out by car along the Columbia highway, seeking a spot where he could call Portland and request that the phone company office there set up a radio rig.

R. L. DeVolder, telephone company manager, said the local office has a trailer radio set that can be established on a hilltop here.

DeVolder reported wire crews were working eastward along the main 'lead" paralleling the Columbia highway, and findi[ng] "trouble every 100 feet," wi[th] waist-deep snow hampering repair work.

DeVolder could make no prediction when wire communica[tio]n will be restored.

Cable Leaking

He reported water leaking into a cable on Commercial street this morning was causing outages in downtown phone service, but most telephones in town were operating.

Air Range Down

An airlines official said 1000 feet of line leading to the [illegible] station near the airport was down, shutting off the signal beam. He hoped to get an auxiliary unit in operation Thursday afternoon. Meanwhile no signals could go out to pilots, and the weather was "below landing minimums."

12 Inches Water

Street crews found water 12 inches deep on Commercial street when they turned out after midnight, McCallister said.

"We can't tell yet but think we'll be able to keep up with the run-off, unless a sewer breaks somewhere. We've pushed snow from the gutters and drains to street intersections. Arthur Hildebrand is bringing equipment to clear the intersections so motorists will be able to turn."

US coast guardsmen at Point Adams said no distress calls had been received from the river or sea, but they had problems of their own. Their oil heating plant had broken down during the night and Thursday morning they were wearing service [illegible] inside the lifeboat station offices.

The Columbia river bar was obscured with rain at 8 a. m., according to the coast guard lookout at Cape Disappointment. Temperature was 41 and the barometer, at 29.75 was rising. A southerly wind had [illegible] 39-to-46 miles an h[our] about midnight, but [illegible] said ship traffic was [illegible] no difficulty, cargo vessels c[ross]ing the bar at brief [illegible] Thursday morning.

Train Is Delayed

The 11:45 a. m. train from Portland arrived 45 minutes late today. Its crew reported that trees overhanging the tracks were dangerously heavy with ice.

Downtown Fights To Prevent Flood

Downtown Astoria was fighting today to prevent a flood.

Merchants dug feverishly at piles of snow in gutters and over catch basins, trying to expedite the runoff of water that was curb-deep in many places.

Bulldozers piled snow in the Commercial street intersections, building mounds more than 15 feet high that were being hauled away by the truckload.

The city contracted with Arthur Hildebrand for his tractors and snow-moving equipment, and put grading machines to work to clear gutters early this morning.

Damage Rising

But despite the fight against water and slush, it was doing damage.

Water was getting into several downtown basements. It put the heating plant out of commission at the store building on the southwest corner of Eleventh and Commercial. In some store basements it was from an inch to 4 inches deep, but other merchants reported dry basements.

At the Astorian-Budget building, work went on all night to halt water that was coming through the doors from the melting snow on the sidewalks.

Store Flooded

The Safeway store had water coming in through the back door into the stock room, plus water leaking abundantly through the ceiling, doing several hundred dollars' worth of damage to merchandise.

Homes all over town had leaking roofs—mostly at the eaves, where frozen-up gutters and downspouts backed the water in at the foot of the roofs. Several people reported staying up all night to haul away buckets full of water that leaked down inside the walls.

Damaged plaster and peeling-off wallpaper were reported from dozens of dwellings throughout the town.

New Rifle Club In "Dry" Firing

The YMCA Junior Rifle club started dry firing on the Elks club range this week after several weeks of preliminary training [illegible] engineers.

Plans for use of the Elks club range were made through Arnie Juola, chairman of the Elks range committee, who is also assisting in getting the group started.

The club this week receive[d] [a] charter from the National [Ri]fle [A]ssociation and in the near fu[tu]re will get rifles and ammu[ni]tion from the office of the dir[ec]tor of civilian marksmanship of [illegible] the club, Roger [illegible] ing include Lafe Whr[illegible]e, George Beebe, Cody Let[illegible]inger, Mickey Smith and Marvin Mark.

"Lost Train" Is Derailed

The SP&S railroad train "lost" from contact for 24 hours by Tuesday was derailed by snow on the line from Portland to Vernonia.

Judd Greenman, president of the Oregon - American lumber corporation at Vernonia, said lumber company officials had been waiting for the SP&S locomotive to arrive with a plow, to clear the tracks in to Camp McGregor, where 25 families have been isolated since Saturday.

The train got off the track, Greenman said, and was off until late Tuesday night. Then SP&S sent out a plow mounted on a small rail-car, according to the official.

Another report received here said a second and larger train returned the first locomotive and cars to the tracks, towed them back toward Portland, and continued forcing its way toward Vernonia.

The Astoria SP&S office was unable to clarify the details Wednesday, as the incident occurred outside its territory.

Tidewaters Are Opened To Anglers

... the tidewater coastal streams ... trout fishing early in the spring was the main accomplishment of the meeting of the Oregon state game commission at their meeting to set 1950 fishing regulations Friday, Clatsop county representatives to the hearing reported today.

Clatsop county delegates in attendance at the meeting were Clyde Lee, Astoria Rod and Gun club, George Cowden, Seaside sportsmen's club and John Verschueren, representing the Clatsop County Sportsmen council.

The new tidewater trout fishing regulation affecting Clatsop county streams opens the coastal streams for the first time in three years. The season opens on April 15, 15 days ahead of the usual opening date and closes 15 days later than usual in the fall.

The county sportsmen's groups have been seeking the opening of the tidewater streams since they were closed to fishing three years ago.

Exceptions to the general season regulations are Big creek from the hatchery to tidewater and the North Fork of the Klaskanine river. The season in those two streams opens June 15 and closes October 15, the sportsmen's representatives said.

Independents In 6th Week

The Astoria Athletic association independent basketball league swings into its sixth week of play this week with most of the leaders scheduled to see action during the week.

Steinbock's sparked by Alex Petersen and Bob Bush racked up a pair of wins last week to boost their season's record to six consecutive wins and give them sole possession in the league standings. Wayne's 76, undefeated before play opened last week, dropped games to the VFW and Elks last week and dropped from an undefeated tie for first place to fourth place with a four games won and two lost record.

The Elks and the VFW are battling it out for the second spot in ... standings with only one defeat apiece.

Games Tuesday night match the third place Veterans of Foreign Wars and fifth place Kildalls and the Knights of Columbus will tangle with Columbia Produce in a second division battle.

Wednesday night, the Legion which climbed out of the loop cellar with a victory over the National Guard last week is scheduled to meet Steinbocks. The second Wednesday game will see sixth place Navy face Columbia Produce.

The week's play will wind up Thursday when the Elks are scheduled to play the Knights of Columbus and the VFW faced the National Guard in a pair of games matching title contenders with teams practically out of the championship race.

INDEPENDENT STANDINGS

	W	L	Pct.
Steinbocks	6	0	1.000
Elks	5	1	.833
[illegible]	4	1	.800
[illegible]	4	2	.666
[illegible]	3	2	.600
[illegible]	3	3	.500
[illegible]	[illegible]	4	[illegible]
[illegible]	1	4	.200
[illegible]	1	5	.200
[illegible]	0	6	.000

Astoria Keglers Still Are Listed In State Play

A total of 24 Astoria bowlers or teams are still on the ladders of the state bowling tournament currently underway in Portland as a result of their appearances there last weekend, Bill Starnes, manager of the Elks bowling allies, revealed today.

In the class C teams division Astoria teams are running in one-two positions for the tournament race. The West End Merchants head the ladder with a 2571 followed by Dan Thiel's Flying A's with 2528.

Other Astoria bowlers on the ladder listing the first 15 in each event are:

Men's division:

Class B singles—Harry Steinbock, fifth, 580; Merv Peterson, tenth, 569; Roy Bryant, 12th, 550.

Class C doubles—Frank Erickson and Steve Ericksen, fourth 1080.

Class C, all events—Steve Erickson, third, 1599.

Class B teams—Thiel Brothers, seventh, 2630.

Class A singles—Ole Englund, fifth, 598; Morrie Hendrickson, sixth, 596; Bernie Clark, 12th, 592.

Class A doubles—Harold Killion and Ole Englund, eighth, 1131; Clem Ingalls and Maurie Hendrickson, ninth, 1126; Bill Starnes and Hank Irvin, tenth, 1094.

Ladies division:

Class A doubles—Jean Bradbury and Dortha Jeffers, sixth, 915.

Class A singles—Jean Bradbury, fourth, 522; Mary Steinbock, sixth, 498.

Class B singles—Toni Olson, fourth, 509; Doris Webb, seventh, 494; Peggy Parker, eighth, 493.

Class A teams—Ladies Elks 180, third, 2231.

PRACTICE GAME HELD

SEASIDE (Special)—A game between Seaside Gulls and Vernonia high school quintet was cancelled Friday evening on account of weather conditions. The Gulls played a practice game with the Seaside Elks hoopsters, who are preparing for their tussle with the Olson Redheads Wednesday evening. The Gulls trimmed the Elks by a score of 47-36.

BEARCAT STAR Doug Logue, former Astoria high school basketball star and currently a main-spring in the Willamette university five, is scheduled to see extensive action when the Bearcats tangle with Stewarts Chevrolet at the Astoria Armory next Thursday night. Logue operates at the center position in the all sophomore starting Bearcat outfit that has won 11 out of 15 games thus far this season. In those games Logue has amassed an almost unbelievable .500 average in field goal shooting. The January 26 is the first of two collegiate-Stewart Chevrolet games being sponsored by the Astoria Athletic association.

Church Loop Sees 1 Point Wins Scored

A pair of narrow one point victories were scored in YMCA interchurch basketball league Thursday night when Bethany Lutheran edged Trinity Lutheran 29 to 28 in a high school division tilt and the Trinity Lutheran topped Latter Day Saints 30 to 29 in a young men's division battle.

Bethany overcame a 19 to 15 halftime deficit to edge out its victory over Trinity Lutheran.

Kent and R. Larson shared scoring honors for the victors with seven points. Lofgren and Ivanoff teamed up to top Trinity and take scoring honors for the game with 12 and 10 points respectively.

In the young men's division, D. Hansen piled up a 14 point total, nine of them in the last half, to spark Trinity Lutheran to its victory over the Latter Day Saints.

At halftime the two squads were all tied up at 16-16.

Petersen hit 12 points and Smith got 11 to top the Latter Day Saints scoring.

Lineups

Tr. Luth. (28)		(29) Beth. Luth.
Ivanoff 12	F	7 Kent
Bell 2	F	6 Stone
[illegible]	C	5 Fletcher
Seeburg 3	G	7 Larson
Logren 10	G	4 Cochrane

Reserves: Trinity Lutheran, Cantor, Kangas, Quesig; Bethany Lutheran, Iverson.

Halftime score: Trinity Lutheran 19, Bethany Lutheran 15.

LDS (29)		(30) Tr. Luth
Smith 11	F	2 A. Johanson
Poteet 3	F	4 Ryden
Petersen 12	C	1 G. Johanson
Hansen	G	14 Hansen
Brain 3	G	5 Swanson

Reserves: Latter Day Saints, Rawles; Trinity Lutheran, Lepp 2, Cantor 2.

Halftime score. LDS 16, Trinity Lutheran 16.

Navy Holds Off Seaside Elks

SEASIDE. (Special) — Tongue Point's Navy Amphibs staved off a late game rally by the Seaside Elks at Broadway school gymnasium Saturday night to edge the host squad 38 to 36.

The Navy built up a first half lead and lead all the way before the Seasiders, paced by Barney Currigan and Keith Molan, began their torrid last quarter rally that saw the two teams battle it out on a nip and tuck basis during the last three minutes of the game.

Currigan and Molan each accounted for 12 points of the Seaside total.

Dash, Navy forward, had game scoring honors with 14 points.

Tuesday night the two clubs are scheduled to play in a return engagement at Tongue Point.

The Seaside Elks tangle with Olson's All American Red Heads, a team of touring women athletes, at the Broadway school gymnasium Wednesday night.

Lineups:

Seaside (36)		(38) Navy
Bowdler	F	4 Jordan
McKechnie 5	F	14 Dash
Currigan 12	C	5 Lovett
Becker	G	2 Newman
Molan 12	G	4 McDaniel

Reserves: Seaside, Ashford 3, W. Carpenter 3, Hertig; Navy, Seymour 2, Paine 2, Hoosier 2, Rowe 2, Parris 1.

BUS, SCHOOL STOPPED

CHINOOK (Special)—The Chinook grade school closed Friday due to the severe weather and the Chinook bus could not make the trip to Ilwaco with the high school students.

Consolidated Takes First Win Over LC

Lewis and Clark Consolidated came through with its first win in city division play of the county junior high school league play last week when the Consolidated five tripped Lewis and Clark 33 to 5.

Tom Head and Jim Buchanan teamed up to provide the Consolidated scoring spark in a game that saw the victors out in front all the way.

By halftime Consolidated led 22 to 10 and coasted the rest of the way to victory.

Buchanan scored 10 points and Head topped all scorers with 11. Olson chalked up a 7-point total to top the losers in the scoring column.

In the preliminary tilt, Lewis and Clark's "B" squad stopped Consolidated's reserves 20 to 13.

Lineups:

Cons. 33,		15, L. and C.
Donovan, 4	F	4, Pettit
Head, 11	F	2, Nelson
Buchanan, 10	C	Massey
Graham, 4	G	Bechtolt
Smith 4	G	2, Truax

Reserves: Lewis and Clark, Ellis, Sampson, Olson 7, Spore, Post.

Halftime score: Lewis and Clark Consolidated 22; Lewis and Clark 10.

Lutherans Down Opponents 29-23

Bethany Lutheran downed Astoria Presbyterian 29 to 23 in the high school division and Zion Lutheran edged the Latter Day Saints 27 to 22 in young men's division play in YMCA interchurch league action Monday night.

Sam Kent and Ronnie Larson teamed up to spark the Bethany quintet to its win. Kent accounted for 10 points and Larson found the hoop for 9 in the nip and tuck battle that saw the winners leading virtually all the way.

Jack Hyatt and Gary Andrews each collected six points to top the Presbyterian scorers.

In the young men's division, Zion Lutheran divided its scoring among five starters to edge the Latter Day Saints paced by John Brian.

Brian captured top scoring honors with 11 points followed by his teammate Chuck Smith with eight counters.

Arnie Koski, Zion center, punched seven points in to the hoop to top the winners.

Lineups.

Bethany, 29		23, Pres.
Fletcher, 2	F	4, Str'mfjord
Kent, 10	F	6, Hyatt
Stone, 4	C	6, Andrews
Cochran, 4	G	4, Virtanen
Larson, 9	G	3, Wong

Reserves: Bethany Lutheran, Mather, Helmerson, Swenson, Larsen, Selven; Presbyterian, Mark.

Halftime score: Bethany 13, Presbyterian 8.

LDS, 22		27, Zion
Poteet, 1	F	4, Hansen
Smith, 8	F	6, Kaskinen
Petersen, 2	C	7, Koski
Hansen	G	4, Wilson
Brian, 11	G	6, Meinzer

Halftime score: Latter Day Saints 14, Zion Lutheran 12.

RONALD TRENHOLM WILL TAKE BRIDE IN SPRING

Mr. and Mrs. Guy Bellingham, Birkenfeld, announce the engagement of their daughter, Stella to Ronald B. Trenholm, son of Mr. and Mrs. L. W. Trenholm. Miss Bellingham is a student at Monmouth and Ronald is a student at Portland university. The wedding is to be in the early spring.

Donald Scribner Takes Derby Lead With 17 Pounder

Donald Scribner, Astoria, captured the lead in the Astoria Rod and Gun club steelhead derby last week, weighing in a 17 pound 9 ounce fish he caught in the Nehalem river.

Scribner took the week's prize of a casting rod from Oregon Marine Supply company, and took first place away from Carl Tolonen, who had been leading for two weeks with a 15 pound 13 ounce fish.

The rod and gun club reported 7 fish weighed in last week in Astoria and 3 in Seaside.

Presbyterians Defeated 51-9

Trinity Lutheran piled up a 42 point margin to whip the Astoria Presbyterian 51 to 9 in junior high school division of YMCA-Interchurch league basketball play at the YMCA gymnasium Saturday.

Jarvi and Killion each broke into the double figures in the scoring column to pace the Trinity quintet to its one-sided win. Jarvi found the net for 14 points and Killion hit for 11 counters.

The winners led all the way and by halftime were out in front 21 to 2.

McDermott and Weinstein hit for four and five points respectively to provide the Presbyterian total.

In an exhibition game staged when the Warrenton Church of Christ junior high schoolers were unable to get into town because of snow, a team of All-Star shellacked the Astoria Methodists 49 to 18.

Swensen poured 22 points into the nets to spark the All-Stars in the one-sided tilt that broke wide open after a nip and tuck first quarter.

Lineups

Presbyterian, 9		51, Trin. Luth.
Weinstein, 4	F	14, Jarvi
Rinell	F	Lehto
Anderson	C	8, Turpinen
Winslow	G	11, Killion
McDermott, 5	G	8, Abramson

Reserves: Presbyterians, P Morfitt, R. Morfitt; Trinity Lutheran, Westersund 4, Tennant 2, Johnson 4.

Methodist, 18		49, All-Stars
Anderson, 8	F	8, Forrest
Puffinberger, 2	F	4, Lehton
Maxwell, 4	C	Weinstein
Hilliard, 4	G	6, McDerm'tt
Pekkala	G	3, Turpinen

Reserves: All-Stars, Swensen 22 J. Puffinberger 6

Great Atlas Pins Soldier in Ring

The Great Atlas made short work of Soldier Karl Gray in the main event of the wrestling matches at the Astoria armory Wednesday night.

The Great Atlas, whose real name is Morris Shapiro, utilized full nelsons to gain two consecutive falls. He pinned Gray for the first time after 11 minutes and took the second and deciding fall just six minutes later.

Maurice LaChappelle pinned George Stricklund after 24 minutes and the two grapplers went the rest of the way without a fall to give the Frenchman the match on the one-fall basis in the semi-final.

In the opening special event, George Susette, substituting for Cowboy Tommy Heinz, who received a broken leg in a Salem match a few days ago, pinned Ted Bell in 18 minutes to win the match.

Bowlers Return From Tourney

Clatsop county bowlers returned from Portland Sunday night after participating in the state championship bowling tournament in Portland over the weekend.

About 100 bowlers from Seaside and Astoria made the trip but the local delegation failed to take over leading spots in any of the division of men's and women's play during their two-day stay in Portland.

The tournament opened a week ago and Saturday and Sunday's matches were the second of the four weekend affairs.

Tongue Point Boxer Knocked Out in 2d

J. T Millenes, Tongue Point 135 pounder from Detroit, Mich., was knocked out of the title race in the state Golden Gloves boxing tournament at Portland Wednesday night.

Millins was knocked out in the second round of his match with Al Alexander, a Portland Pal club slugger.

Club Entertained

YOUNGS RIVER (Special)—Mrs. Bert Soderman entertained the sewing club at her home Thursday afternoon with 11 members present. Mrs. William Lundgren will intertain the club next month.

Guest of the afternoon was Mrs. Myrtle Byrd, Blackshear, Ga.

Mrs. Byrd is visiting at the home of her father, A. Larson, waiting for the weather to break so she can leave for California and back to her home.

Farm Families Hit

BROWNSMEAD (Special)—Farm families were isolated, scores of water pipes froze and broke and roads were almost impassable in this area Friday and Saturday when a blizzard sent temperatures down to 12 degrees and piled snow three feet deep. Fred Posey, farmer, reported that two of his calves were killed late Friday afternoon when a shed collapsed under the weight of snow. Milk trucks found it impossible to reach some outlying farms to make their pickups.

Snow Braved By Grangers To Set Plans

CLATSOP PLAINS (Special)—The first meeting of the year for Pacific grange was held Saturday night with a good attendance in defiance of snow and ice which threatened to keep the members at home.

Many who did not have chains for their cars have been virtually snow-bound for several days. But those prepared for the snow provided transportation, which brought out more than the average attendance, and only one of the new officers was absent.

Mr. and Mrs. Earl Owens were obligated in the third and fourth degrees and Robert Wilson in the first and second.

Committee for the year were appointed by the master as follows. Mrs. Joe Kelley, Mrs. Harold Tagg, Estell Harshberger and Clarence Kulland, youth; Merle Hitchman, John Hopp and Marie Bell, finance; Earl Owens, Tom Clark and John Hopp, hospitality to work with those appointed by the HEC. Other appointments will be completed next meeting.

Mrs. D. C. Bell reported the annual work of the HEC, and Mrs. Joe Kelley reported the aims of the club for 1950, starting out with a ham dinner, and turning to ... easurer $60 to pay for the ... nstalled electric range.

M... ank Wooden, retiring ... e matron, reported $168 added to the building fund by the juveniles during the past year the money being earned by selling cards, handmade corsages, and various novelties.

The little folks have also in the year since their organization purchased a complete set of regalia, and the other supplies and books used in carrying on their work. They now have a membership of 18. The new matron is Mrs. Lester Leavitt, with Mrs. Clarence Kulland, assistant.

The attendance stimulator was again missed by an absentee, George Banta.

The lecture program in charge of the new lecturer, D C Bell, included aims for 1950 by the master, lecturer, and HEC chairmen; group singing, vocal selections, "Back In Tennessee" and "Dear Hearts and Gentle People" by Don Hanson; "Cooperation," read by Estell Harshberger, and a vocal selection, "The Lord's Prayer," by Mrs. Merle Hitchman.

Permission was granted the home extension units for the cotton dress workshop to be held in the hall.

The grange voted to enter the community service contest open to all granges, with Bell as chairman.

Following the meeting, refreshments were served by Mr. and Mrs. Mike Pullen, John Hyatt, Barbara Nichols, John Hopp and Mrs. Bell.

BIRTHS

WAHLSTROM—Born to Mr. and Mrs. Dale Wahlstrom, route 1, box 990, Astoria; a girl; 9 pounds 9 ounces; January 13; St. Mary's hospital.

FORGEY—Born to Mr and Mrs. Kenneth Forgey, 1259 Grand avenue; a girl; 6 pounds 13½ ounces; January 12; Columbia hospital.

PETERSEN—Born to Mr. and Mrs. William Petersen, 248 38th street; a girl; 8 pounds; January 15; Columbia hospital.

DAVIS—Born to Mr. and Mrs. James A. Davis, 385 Madison avenue; a boy; 7 pounds 8½ ounces; January 15; Columbia hospital.

LEISURE—Born to Mr. and Mrs. Charles Leisure, 219 Sixth

HUNTER—Born to Mr. and Mrs. Jackson Hunter, 3 Kincaid road, apartment 1, a boy, 9 pounds, 2 ounces, January 12, Tongue Point dispensary.

BRENNER—Born to Mr. and Mrs Norman Brenner, 42 Hasselman drive, a boy, 7 pounds, 15 ounces, January 12, Tongue Point dispensary.

ENLUND—Born to Mr. and Mrs. David Enlund, route 2, box 121, a girl, 6 pounds, 13 ounces, January 12, Tongue Point dispensary.

WILHITE—Born to Mr and Mrs. John Wilhite, 18 Halsey road, apartment 3, a boy, 6 pounds, 2½ ounces, and a girl, 5 pounds 5½ ounces, January 13, Tongue Point dispensary.

POLK—Born to Mr. and Mrs James Polk, 28 Moffat way, a boy, 8 pounds, January 14, Tongue Point dispensary.

St. Patrick's Day Dinner Planned

CLATSOP PLAINS (Special)—Clatsop Plains Ladies aid met at the home of Mrs. Albert Stanley Wednesday afternoon, with Mrs Lige Stilwell as co-hostess. Plans were made for a St. Patrick's day dinner to be served in the church dining room Friday evening, March 17.

The Rev. H. T. Mitchelmore installed the 1950 officers and Mrs. Travis Shultz had charge of devotional services.

The February meeting will be held in the church with Mrs. Earl Owen and Mrs. Harley Hamilton as hostesses.

Refreshments were served by the hostesses to 16 members, one guest and nine children present.

Warrenton Schools Plan Reopen Wed.

It will be back to school Wednesday morning for Warrenton youngsters provided further heavy snows don't fall before then, Dorsey Dent, Warrenton school superintendent, announced today.

The two Warrenton schools have been closed since Friday when the heavy blizzard on that day clogged highways.

Semester examinations will be held as regularly scheduled on Thursday and Friday, Dent said.

The school superintendent requested that all students living on side roads walk to the main highway to catch their school buses.

It's Not Too Late to Help Xmas Seals

It is not too late to respond to the Christmas seal letter, Bob Mitchell, chairman of the annual drive said today in revealing that the total contributions are nearing $11,000 for the county.

"The 1948 total was slightly over $12,000 and since about 10 per cent of the returns normally come in after the first of the year, we think when the books are closed on February 28, the figure may compare favorably with last year.

The chest x-ray surveys, social hygiene work, and the health education projects carried on by the county Tuberculosis and Health association are dependent on seal sale funds. 75 per cent of the total raised is used in the local county with the other 25 per cent being sent to state and national headquarters for education and research in tuberculosis work.

Final reminder cards to those former contributors presumed to have mislaid or forgotten their seal sale letter, are being mailed this week, Mitchell said.

Girl Scouts Plan Costume Celebration

At a meeting of the Astoria district Juliette Low committee held in the Girl Scout office Tuesday plans were made for the annual program of Girl Scouts and Brownie scouts in Astoria.

The general chairman will be Mrs. Leland Lewis who will be assisted by Mrs. Frank McIntyre, district chairman; Mrs. George Burton, Mrs. Axel Englund, Mrs. Philip Mason, Mrs. Jack Smethurst, Mrs. Rose L'Amie and Mrs. Harry Steinbock. The decoration and arrangement committee will be appointed by Mrs. Lewis at the February leaders' meeting.

This year the program will be held at the Armory Sunday, March 12, Girl Scout birthday. The program will begin at 2 p. m. All parents and relatives of scouts are invited and it will be open to the public. There will be no charge.

The general theme of the program will be international friendship as the Juliette Low fund is to promote girl scouting throughout the world. There will be one girl in costume from each of the countries in the world where girl scouting is organized. Each girl will participate in an international flag ceremony and will be chosen from each of the 26 troops in Astoria.

The guest speaker will be Miss Marguerite Peters, Portland, who was sent to an international camp in Michigan in the summer of 1949 as a result of the Juliette Low fund. She is a senior scout in Portland and has been in the Girl Scout organization since she was a Brownie. She was chosen from Region 11, which consists of Oregon, Washington, Idaho, Montana and Alaska.

Each school will present a program and leaders and girls are making their plans this week. International songs, folk dances and pantomines will be presented by all the troops.

The troops are now saving their pennies for the 1950 Juliette Low fund which was established in memory of the founder of girl scouting. This year scouts will celebrate their 38th birthday.

Oranges Picked, Snow Encountered On Trailer Trip

CLATSOP PLAINS (Special)—Mr. and Mrs. Albert Harshberger returned Saturday from a two months' vacation in California, where they spent some time at Stratmore.

They also visited Estell Barriman, former Plains resident, near Los Angeles, and the Edwin Bakers, also former residents of this area, and now of Merced. They also visited Jack Van, former Warrenton boy, at Sacramento.

While in the south the Harshbergers picked oranges. Returning, they encountered some snow and rain, but had no trouble getting through with chains on their car.

They were accompanied on the trip by their son-in-law and daughter, Mr. and Mrs. Howard Van, Warrenton, who supplied the car, and the Harshbergers, a large trailer house.

Auto Injuries Charged in Suit

A suit asking $10,000 general damages and an unspecified amount for special damages has been filed in circuit court by Catherine Sjoblom, naming Charlie Poe as defendant.

Mrs. Sjoblom seeks reimbursement for injuries allegedly received in an automobile accident September 17, 1949, on Taylor avenue near Third street. She was a passenger in a car driven by her husband, Alvin Sjoblom, when Poe's car collided with it. The complaint accuses Poe of excessive speed and negligence, and contends that the plaintiff was permanently disfigured.

17.6 Inches Snow Marked at Astor

Snow totalling 17.60 inches fell at Astor experiment station in the week ending January 13, and 14.5 inches were still on the ground at the week's end, according to the weekly weather summary.

Precipitation, including rain and snow reduced to rain, totalled 4.63 inches for the week.

Maximum temperature for the week was 47 degrees on the 10th and minimum was 16 degrees on the 13th.

Dads Conduct Consolidated PTA Meeting

LEWIS AND CLARK CONSOLIDATED SCHOOL. (Special) The dads passed with flying colors when they took complete charge of the PTA meeting this week. Cecil Baker was the president and Howard Johnson acted as secretary.

The evening opened with numerous selections by the school band under the direction of Charles Hickerson. This was followed by the business meeting where communications were read but no action was necessary.

On January 27 there will be a program put on by the seventh and eighth grades for the March of Dimes. The program will be held in the evening, followed by refreshments.

Dr. L. R. Andrews, representing the Clatsop county dental association, brought a dental demonstration before the unit at which time three records, stressing in a humorous way the value of proper diet for good teeth were played. Cliff Poole assisted Dr Andrews.

These records of which there are six were compiled by such artists as Bob Hope, Bing Crosby and Amos and Andy for the Southern California Dental association. The unit decided to buy the set of six to be used in the classrooms for health work.

Miss Rose Tolonen's sixth grade won the room count at the meeting.

Members adjourned to the lunchroom where coffee an' was served by Robert Johnson, John Pietila, Loyal Alderman, Don Acton, Howard Johnson and Cecil Baker.

Dads Entertain Hammond-Steven PTA with Play

HAMMOND. (Special)—An unrehearsed playlet was presented by the men at the Dad's night meeting of the Hammond-Fort Stevens PTA Tuesday night. Mrs. Donald Matteson presented the program which included community singing and special music by Fritz Halland, Eddie Chase and Joe Koskela.

Mrs. Eddie Chase announced that 166 free meals were served in the lunch room in December.

The PTA will sponsor a program one night during International Brotherhood of Man week which is from February 22 to 26. There will be a speaker and movies and no admission charges.

Hostesses for the evening were Mrs. Donald Matteson, Mrs. John Carden and Mrs. Duane Matteson.

Anti-Aircraft Troops Sought For Camp Clatsop

A request that Camp Clatsop be put to work again as a summer encampment site, particularly for 1800 national guard anti-aircraft troops in the northwest, has been put before Defense Secretary Louis Johnson by Oregon's Rep. Walter Norblad.

Norblad has written Secretary Johnson pointing out that the Camp Clatsop site was used for a number of years before the war with complete success.

He pointed out that Camp Clatsop's coastal location makes it particularly suitable for anti-aircraft training and maneuvers.

"I understand that the locale of anti-aircraft maneuvers last year elsewhere in the Pacific northwest was not satisfactory. This group of 1800 Oregon and Washington national guard anti-aircraft troops could very well be accomodated at Camp Clatsop and the national guard, I am sure, would benefit from holding maneuvers in this location," Norblad wrote.

Maritime Heads Planning to Visit

Gen Philip B. Fleming, chairman of the United States maritime commission, has informed the chamber of commerce that he and Commissioner Joseph K. Carson, will, if possible, try to visit Astoria during their west coast tour late this month.

Gen. Fleming and Carson are scheduled to be in Portland January 23. They have invited the Astoria chamber to send a delegation to a Propellor club banquet to be given that evening in their honor, and the chamber is arranging to have as many local citizens go as possible.

In the meanwhile, the chamber will try to see if the commissioners' schedule can be arranged so that they can come here at least briefly to see the Astoria base, the largest the maritime commission has on the west coast.

Manion Returns From Coast Meet

SEASIDE (Special)—William Manion, president of the Oregon Coast association with John Phillips, Clyde Mason, Seaside, and H. A. Sanders, Astoria, returned Monday evening from a one-day session of the association at Yachats.

Representatives from 42 counties along the coast and Del Norte county were represented at the meeting. Manion said the principal business at the meeting was the selection of the city for the next convention which will be held possibly in October. He said Coos Bay has been selected for the convention.

Manion said travel conditions were not too bad along the coast. Travel was quite heavy and cars were getting through without difficulty. He said the only place along the highway where they encountered icy conditions was between Cannon Beach and Seaside.

PP & L Stock Bid Received

The ... [illegible] ... notified ... [illegible] ... mil- ... by a group ... deposit for ... Power and Light ... stock ... securities ... would ... of such ... Power and Light company ... proceedings now pending ...

The new group ... entering the picture posted the ... dollar ... evidence ... pay $15 ... block of ... reportedly consists ... company, Blyth and Company, ... Rollins and Company, Kidder, Peabody and Company, ... Hutton and Pomeroy, Robert Hawkins ... Pacific Northwest ... Sherrerd, ... president ... PP&L ... the Astorian-Budget ... of the new ...

Blizzard Brought Twins to Navyman At Tongue Point

Twins were born Friday, January 13, to Mr. and Mrs. John Wilson Wilhite Jr. of Tongue Point.

The two babes, one a girl weighing 5 pounds 5 1/2 ounces and the other a boy, tipping the scales at 6 pounds 2 1/2 ounces, were born at the Tongue Point dispensary on a day when all other activities at the navy base were at a slowbell due to the blizzard that hit Astoria last Friday.

Wilhite, a boatswain mate, has been at Tongue Point for the past three months and came here from foreign service at the Hendron airport in London, England, navy officials said.

Wilhite's home is listed as California, Mo. While stationed in London he met and married Nora Lovymackie-Adamson, Dundrennan, Kirkudbrightshire, Scotland.

After spending some time in Salsbury, England, and Garmisch, Germany, the family came to the United States when Wilhite was stationed at Tongue Point. They were married in April, 1949 some time after they met while Mrs. Wilhite was working in the London ... canteen.

W... been in the navy for almost ... years.

Stranded Troller Is Dragged Off Beach to Jetty

The stranded 42-foot troller Ellie III was dragged from the beach to the south jetty, a ¾ mile distance, Tuesday afternoon and was awaiting inspection there today by a marine underwriter's representative.

A F Koppisch, who got the contract to move the boat overland to the Columbia river, got it up on a cradle Tuesday. Using a large tractor for motive power, the boat was winched up the beach with a smaller tractor pushing.

K. A. Webb, Portland, underwriter's representative, was due this afternoon to inspect the boat, after which she will be winched across the south jetty, on the sand and snow, and moved to the river.

After relaunching, the Ellie III will be taken to a boat yard for repair to minor damages.

Naselle Bound By Snow Blanket

NASELLE (Special)—Naselle was literally snowed in this week and there is little activity of any kind in the area. Thirty-two inches of snow has fallen and there are two feet of snow on the level with drifts from three to five feet deep.

School was compelled to close Friday and will continue closed until a favorable break in the weather.

Mail made the Naselle post office Monday after missing since Friday. There have been no known casualties.

Textile Painting Classes Started

CLATSOP PLAINS (Special)—A class in textile painting was started in the Community hall, the former Morrison school building, Wednesday evening with 12 members from Clatsop Plains and Warrenton area, and Mrs. Paul Mason in charge. Another class Thursday afternoon was small due to the snowstorm.

Classes will be continued every Wednesday from 7:30 to 9:30 p. m. and Thursday from 1:30 to 3:30 p. m. They are open to all interested persons without charge. Other arts and crafts will be taken up later, as interests demand, and those able to instruct are asked to offer their services.

Family Visited On 2 Weeks Trip

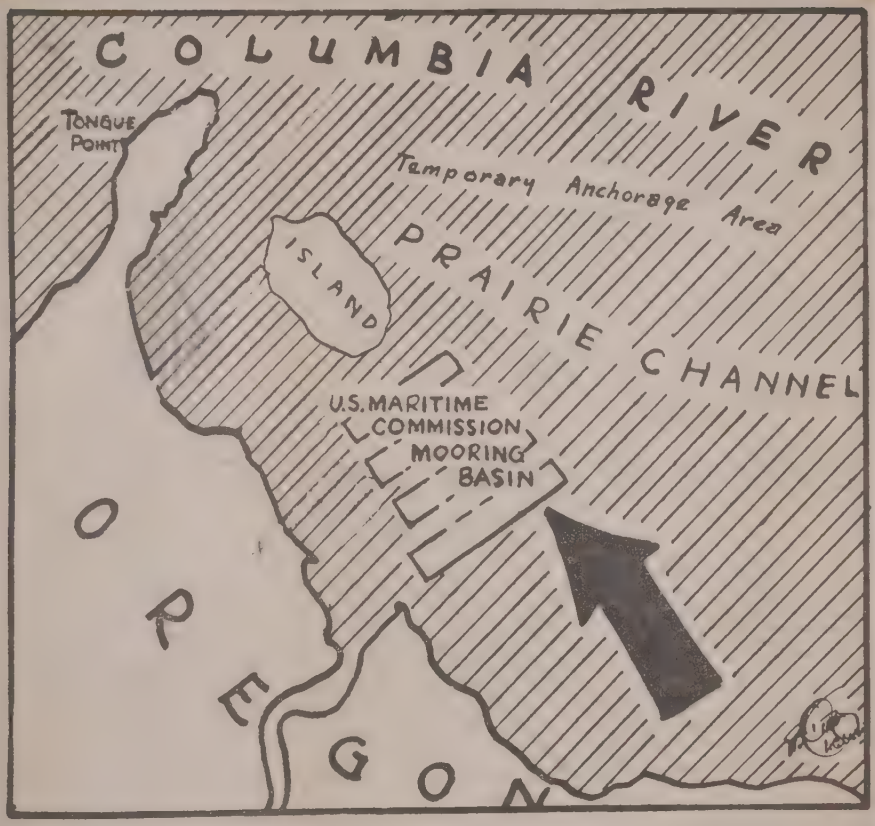
CLATSOP PLAINS (Special)—Mr and Mrs. John Hopp and family returned Saturday from a two weeks' trip which included visits with Mr. and Mrs. Peter Johnson, former Astorians, and the Selby brothers, formerly of Warrenton, at Morro Bay, Calif. Hopp's sister, Mrs. Hazel Luttral and family at Bakersfield; a brother-in-law and sister, Mr. and Mrs. Robert Lowery and family at Coalinga, Calif.; another sister, Mrs. Netta Yost and family at Bandon, and friends at Coos Bay.

The Hopps also visited oil fields, and saw cotton plantations during the harvest. They report "wonderful weather," with sunshine every day during their trip.

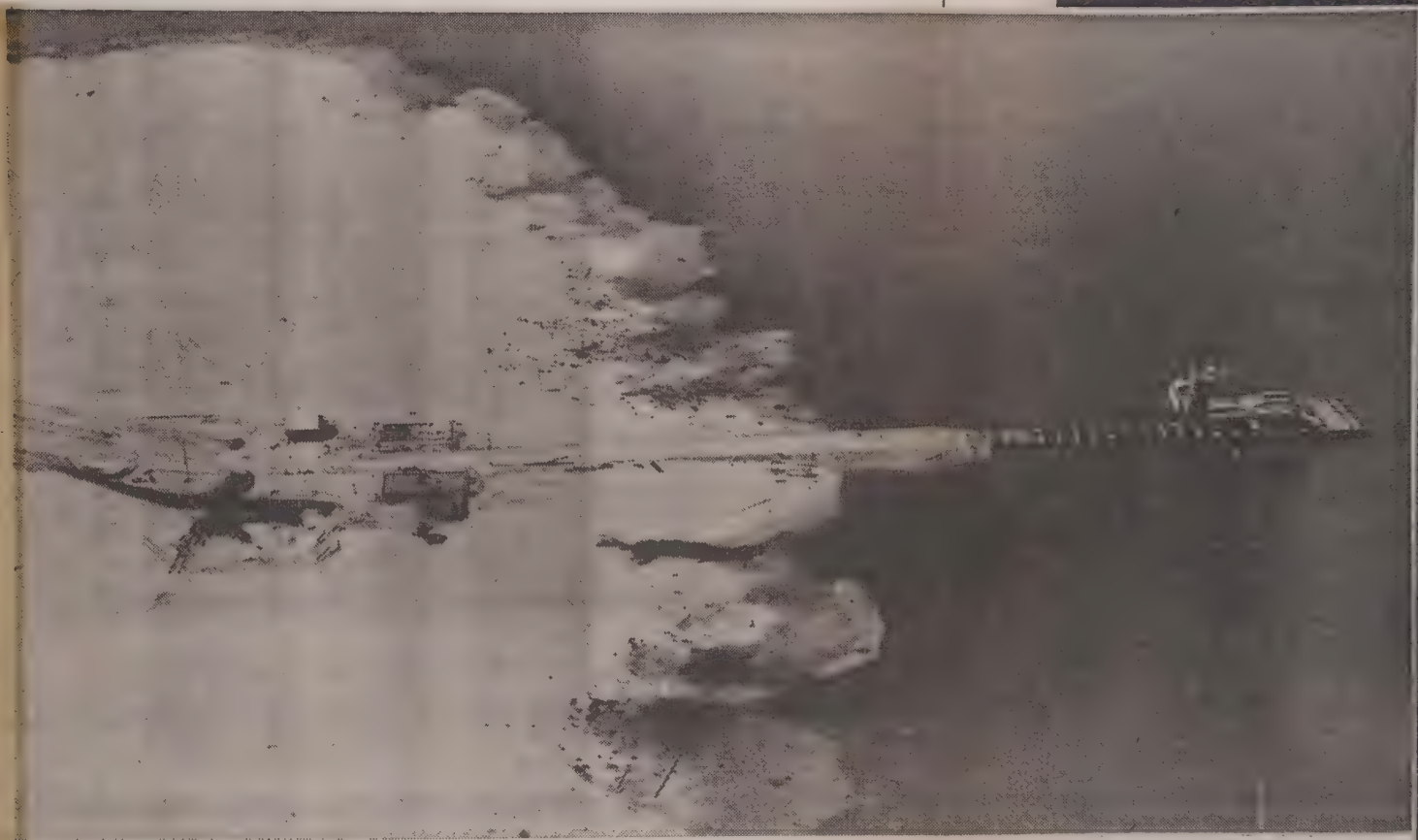
Christian
482

Pilot Reserve Astoria, Ore.
251

Location of Base

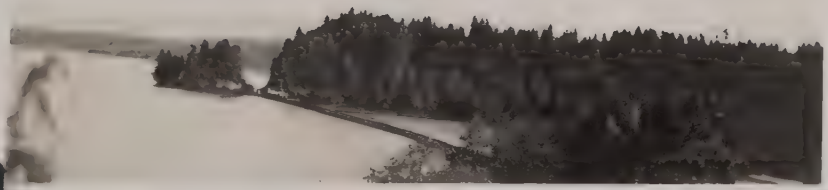


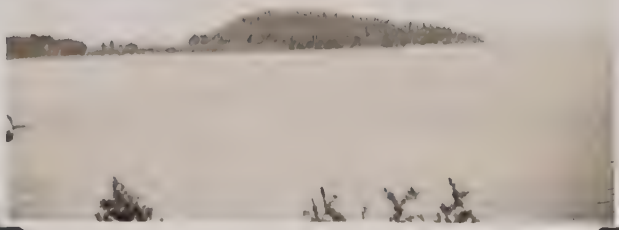
The permanent maritime commission base for reserve merchant ships in Cathlamet bay, authorized by the maritime commission at a public hearing in Washington Wednesday, is shown in the above map. It lies inshore from the present temporary anchorage, and inshore from Prairie channel where it will not interfere with commercial fishing. Space for 250 ships and a floating drydock will be dredged out. A pier will extend from shore to a point close to the moorage area, and on shore an administration building and several shop structures will be erected. The site lies just north of John Day river, shown on the map, and just east of the naval station at Tongue point.

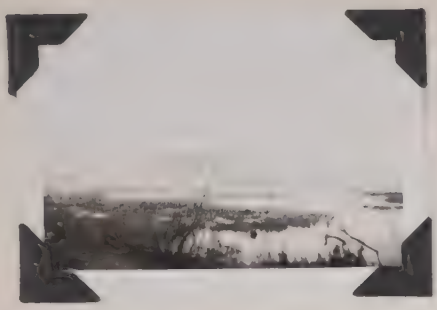


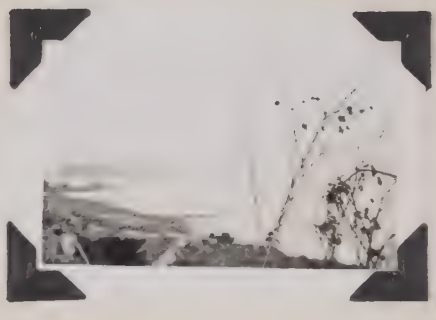
NEW FACILITIES GROW This air view by A-B Photographer Glen Lee shows the dock and shore facilities under construction for the U. S. maritime administration at its new reserve fleet base near John Day river. The wasteland where the buildings are rising is sand pumped in during dredging operations. The buildings include administration building ,garage and shop structure. The dock will be used to serve ships moored in the basin.

(A-B photo from McDonald Flying Service plane piloted by J. C. Scott)





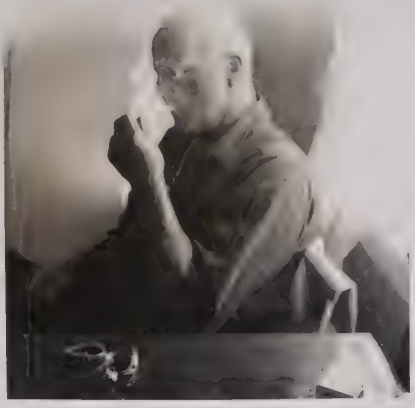




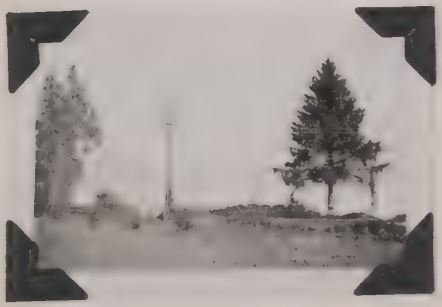
Scenic Camera Takes a Peak

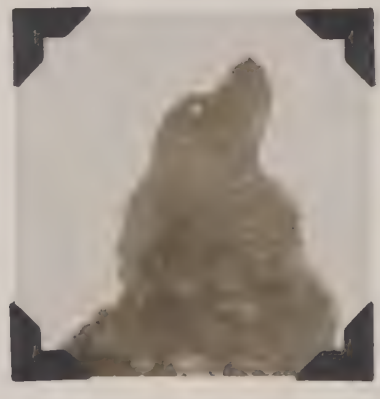
The snow-covered symmetrical peak of Mt. St. Helens in southwestern Washington catches the light of a new day as morning mists retreat before the warming sun. From across Spirit Lake, formed by glacial activity of an early age, this colossus of the Cascades rears its head over the state's finest stand of evergreens.

KEW PANAMA
1940



[illegible] OF
NEW HOUSE, CALIF.
1940s





DALLAS, TEXAS. ED JOURNAL - ABOVE CASTROVILLE - GRANDSON - MARGARET OF LENORA COSGROVE - AT DAD'S HOME" 1945

NEW HOUSE "MY HOME" LATE 1940's

" Gay Home - New Houses Developing Plans - Lake 19400

BAY [illegible] NEW [illegible] SNOW

VERA & GRANDDADDY KEN JOHNSON 1950

STANLEY PEARTS & DALISA & DOLLIE

SISTER, LENORE W/ SON, JEN, AS "FOR HONOR"

Ken Johnson

Old House Kent Island

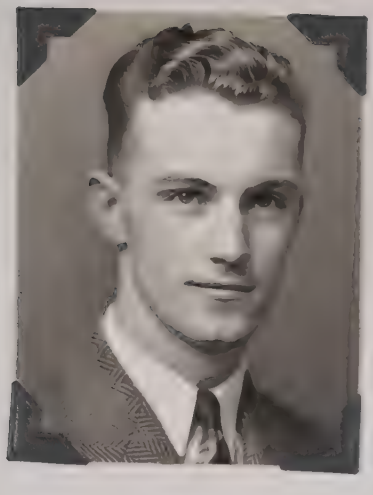
Ken Johnson

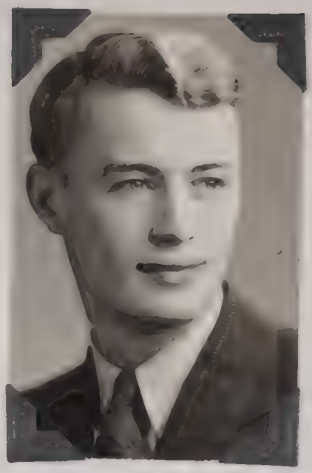
BOY HOME HOUSE - STRONG PLACE AT (FOODPORT PARK) MEXICO

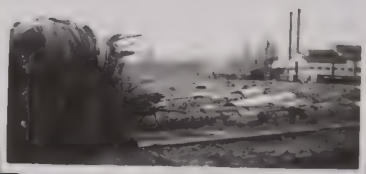
LUCY PARKER (ABOUT 1925) WITH GRANDSONS: BILL COSGROVE & EDWARD ... AT BAR HARBOR

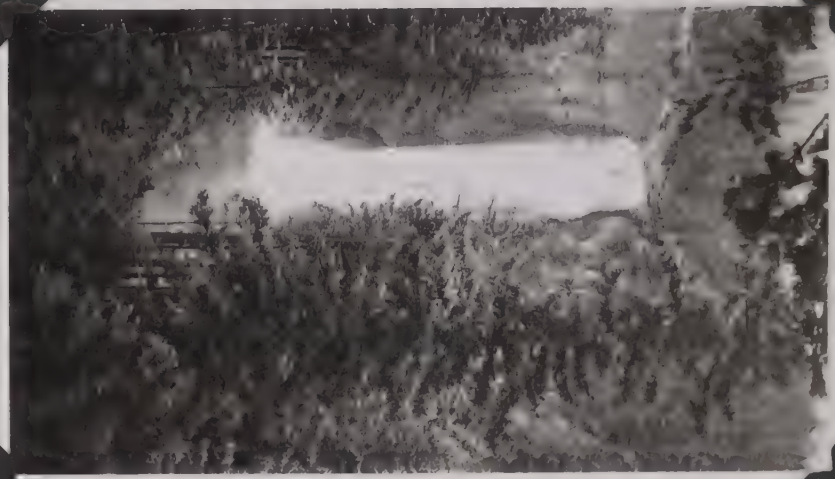
GRANDPA & GRANDMA HARRISON (PROBABLY LATE 1920s)

BILL (GRANDPA) HARRISON & LILLIAN HARRISON (MOTHER'S MOTHER & STEP-FATHER) (PROBABLY IN 1900s)









Colorama, U.S.A.

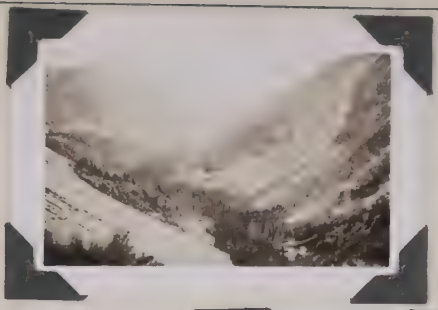
Donner Lake

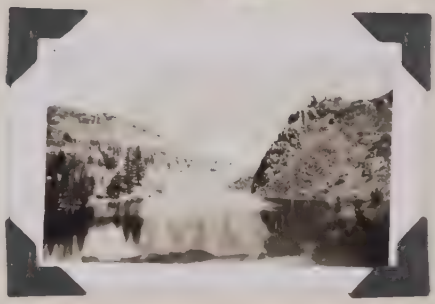
photograph by Ray Atkeson

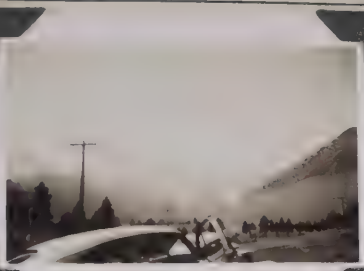
THIS IS A VIEW of Donner Lake from the crest of Donner Pass, 7,135 feet high in the Sierra Nevada. The highway, now called U. S. 40 and paved to perfection, has, for more than a century, been one of the principal means of entry into California from the east. White men on foot found the pass in the earliest days of discovery in North America. Then the land-hungry and the gold-hungry struggled through in Conestoga wagons and fanned out through the Sacramento Valley. Today strings of cars and fleets of trucks swing up from Sacramento and down from Reno in search of pleasure and in behalf of commerce.

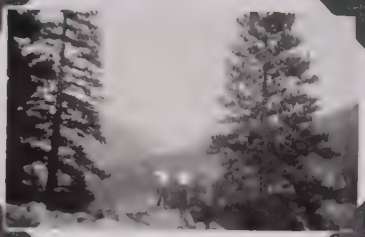
The imagination is hard put to dispel the scene of beauty and business and to create in the mind's eye the great tragedy of Donner Pass in the winter of 1846-47. A party of 81, out of Illinois, was caught in the pass by early snows in October. Before spring finally released them from the captivity of raging storms and snow 20 feet deep, 36 were dead. The dwindling travelers were reduced to eating moccasins, snowshoe strings, old boots, and, finally, each other. In their memory, Donner State Monument has been created.

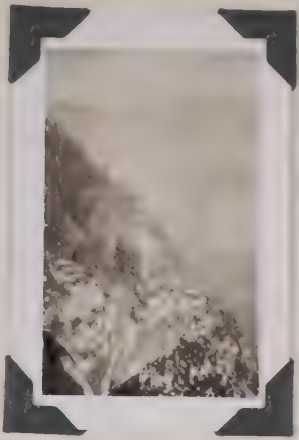
The contrast between today's Donner Pass and the Donner Pass of old is great indeed. Once it was the scene of grief, terror and cannibalism. Today you see Christiania turns, schusses and telemarks. The annual average 400 inches of snow that doomed the Donner party is now the springboard of some of the greatest outdoor joys in California. More than 100,000 persons in gay sweaters and sunglasses go to the region from December to April for the skiing. Along thirty miles of plowed highway there is a succession of ski lodges, ski slopes, ski lifts and lodges and shelters galore. Whatever the season, many visitors drive to the high places just to gaze in awe at the natural majesties. ■

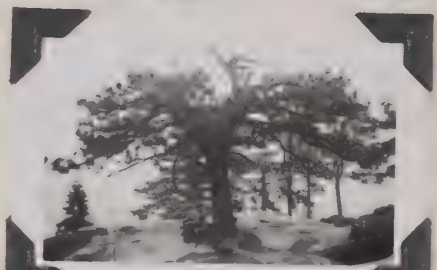


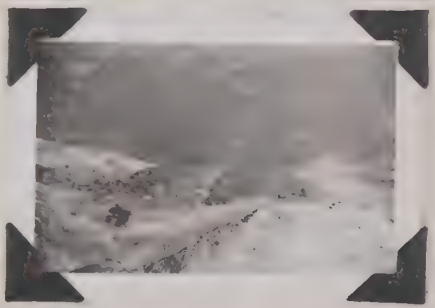












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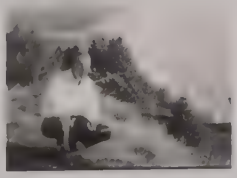
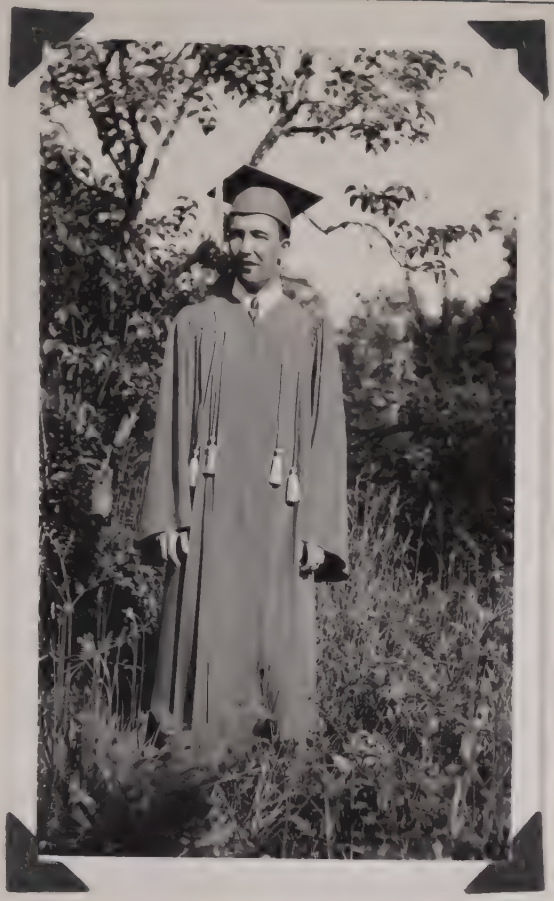




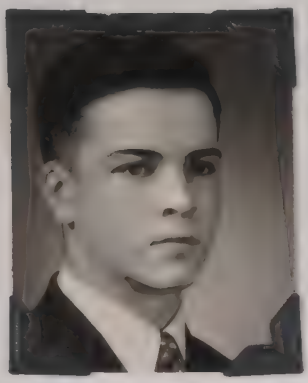
Edwin Parker

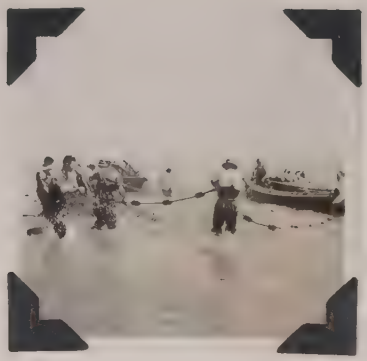
September

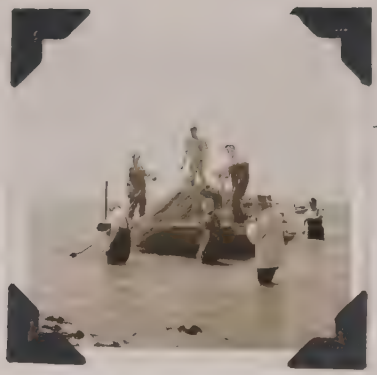
7th Grade Boys.

1936

SAFEWAY
SAFEWAY







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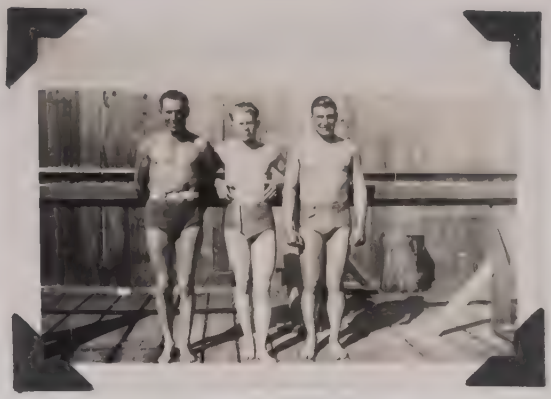

This is the honorable
Milo H. K. Porter.

THIS IS PROBABLY
IN 1920, THE
YEAR HONOR
HAS WHICH
[illegible], MAN
WAS 17.

1 yr. old.
Shown in front of [illegible]
with my [illegible] of [illegible].

Edwin Kenneth Parker Fiji
Age 21 Mo.

Edwin Kenneth Parker
12 months

Papa & Peggie

Edwin Kenneth Parker
B of our dog

Lela

Elma Smith Parker

13 months

Future officers.

Dec [illegible]

Marie Rosen

[illegible] of the

Western [illegible]

from [illegible]

[illegible]

[illegible]

from Black Ridge

[illegible]

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Ed

[illegible]

[illegible]

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SPRING 1946

FRISCO

TOM HAIG (CHICAGO)

MICH

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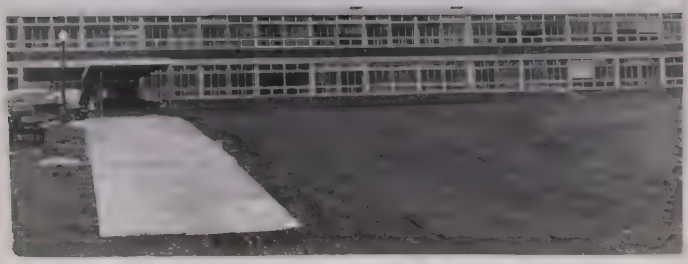

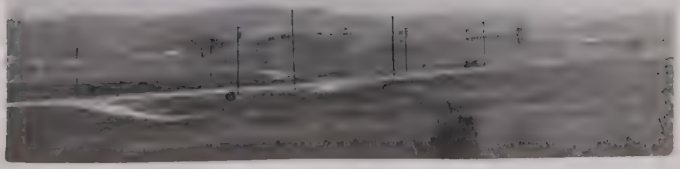

Dec 1950
Oak Ridge, Tenn.
High School

W

Dec. 1950
Oak Ridge, Tenn.
New High School
being built

W

Dec. 1950
Oak Ridge, Tenn.
New Hi School being
built
for city of 30,000
with gov't. funds
gym left
auditorium right

Standard
B&P